

91-05325/



# **ANNUAL REPORT**

## **DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS**

**YEAR ENDED MARCH 31, 1990**





HON. GORDON MacINNIS  
Minister of Transportation and Public Works



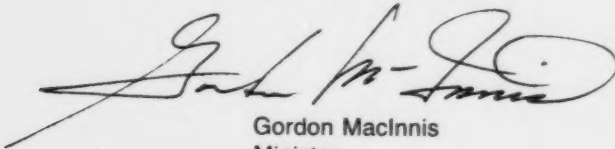
To Her Honour  
The Honourable Marion Reid  
Lieutenant Governor of Prince Edward Island

May it Please Your Honour:

I respectfully submit herewith, for the information of Your Honour and Legislature of Prince Edward Island, the Annual Report of the Department of Transportation and Public Works for the fiscal year ended 31 March 1990.

I have the honour to be, Madam

Your obedient servant,

A handwritten signature in black ink, appearing to read "Gordon MacInnis", with a large, stylized flourish at the end.

Gordon MacInnis  
Minister



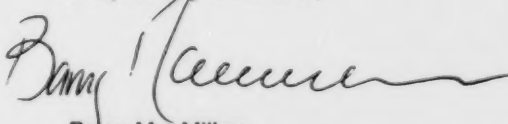
The Honourable Gordon E. MacInnis  
Minister of Transportation & Public Works  
Province of Prince Edward Island

Sir:

I am pleased to submit to you the Annual Report of the Department of Transportation & Public Works for the fiscal year ended 31 March 1990.

The activities of the respective Divisions are recounted in the following pages of the Report.

Respectfully submitted,



Barry MacMillan  
Deputy Minister



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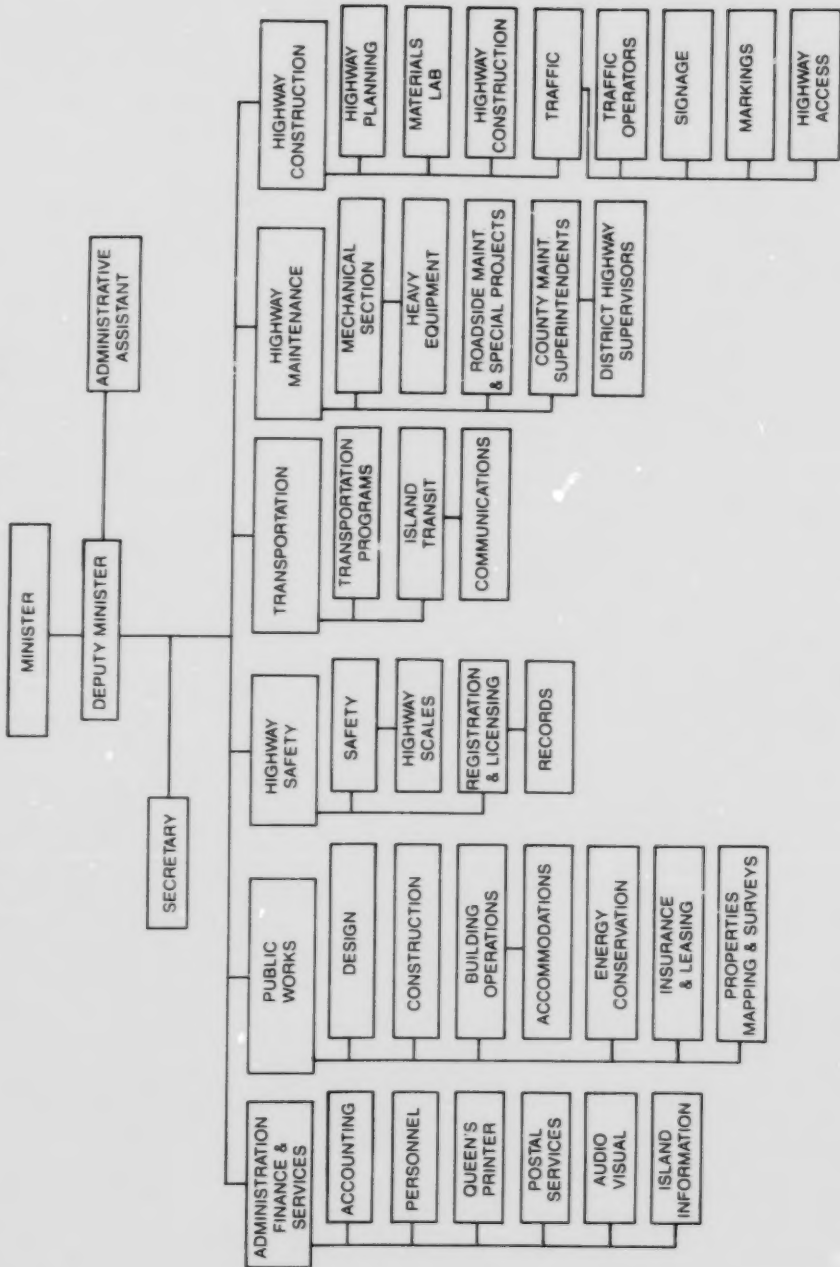
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### **DEPARTMENTAL LEGISLATION**

1. Access to Public Buildings Act
2. Architects Act
3. Crown Building Corporation Act
4. Dangerous Goods (Transportation) Act
5. Engineering Profession Act
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7. Georgetown Common Land Act
8. Highway Traffic Act
9. Land Survey Act
10. Land Surveyors Act
11. Motor Carrier Act
12. Off-Highway Vehicle Act
13. Public Works Act
14. Queen's Printer Act
15. Roads Act

# DEPARTMENT OF TRANSPORTATION & PUBLIC WORKS



## PERSONNEL

|                                                      |                      |
|------------------------------------------------------|----------------------|
| Minister, Transportation & Public Works .....        | Hon. Gordon MacInnis |
| Administrative Assistant .....                       | Jane McKay           |
| Deputy Minister, Transportation & Public Works ..... | Barry MacMillan      |
| Administrative Assistant .....                       | Nancy MacKinnon      |

|                                                              |                    |
|--------------------------------------------------------------|--------------------|
| <b>ADMINISTRATION, FINANCE &amp; SERVICES DIVISION. ....</b> | <b>P.J. Murphy</b> |
| Accounting .....                                             | Robert Clow        |
| Personnel .....                                              | Susan LeDuc        |
| Management Information .....                                 | Richard Brown      |
| Queens Printer .....                                         | Gordon Babineau    |
| Postal Services .....                                        | Gordon Babineau    |
| Audio Visual .....                                           | Brien Willoughby   |
| Island Information Services .....                            | Carola Benson      |

|                                    |                       |
|------------------------------------|-----------------------|
| <b>PUBLIC WORKS DIVISION .....</b> | <b>Joseph Caswell</b> |
| Design .....                       | Foster Miller         |
| Construction .....                 | Richard MacKinnon     |
| Building Operations .....          | Eric Arsenault        |
| Leasing .....                      | Keith Mollison        |
| Accommodations .....               | Milan Radanovich      |
| Properties & Surveys .....         | Paul Knox             |

|                                             |                    |
|---------------------------------------------|--------------------|
| <b>HIGHWAY SAFETY DIVISION .....</b>        | <b>Glen Beaton</b> |
| Registration and Licensing .....            | Foch McNally       |
| Systems Development & Quality Control ..... | John MacDonald     |
| Safety .....                                | Wilf MacDonald     |

|                                      |                          |
|--------------------------------------|--------------------------|
| <b>TRANSPORTATION DIVISION .....</b> | <b>Kenneth MacKenzie</b> |
|--------------------------------------|--------------------------|

|                                                 |                      |
|-------------------------------------------------|----------------------|
| <b>HIGHWAY MAINTENANCE DIVISION</b> .....       | George Trainor       |
| Heavy Equipment & Snow Removal .....            | Cyrus MacEachern     |
| Roadside Maintenance & Special Projects .....   | Leonard Williams     |
| Prince County Superintendent .....              | Wayne Peters         |
| District Highway Supervisors                    |                      |
| - Prince 1 .....                                | Brenton Phillips     |
| - Prince 2 .....                                | George Frizzell      |
| - Prince 3 .....                                | Keith Subsbury       |
| - Prince 4 .....                                | Alastair MacLeod     |
| - Prince 5 .....                                | Alden Ryder          |
| Queens County Superintendent .....              | James Molyneaux      |
| District Highway Supervisors                    |                      |
| - Queens 1 .....                                | Donald Dickieson     |
| - Queens 2 .....                                | Clayton Coles        |
| - Queens 3 .....                                | Bennett MacIsaac     |
| - Queens 4 .....                                | Richard Rooney       |
| - Queens 5 & 6 .....                            | Leonard McCabe       |
| Kings County Superintendent .....               | Rodney Walsh         |
| District Highway Supervisors                    |                      |
| - Kings 1 .....                                 | George Saville       |
| - Kings 2 .....                                 | Robert Rowell        |
| - Kings 3 .....                                 | Bernard Koke         |
| - Kings 4 .....                                 | Irving Mackay        |
| - Kings 5 .....                                 | George MacPherson    |
| Manager/Administrator - Government Garage ..... | Mark Belfry          |
| Mechanical - Charlottetown .....                | Herbert MacDougall   |
| Mechanical - Summerside .....                   | Eric Campbell        |
| <br><b>HIGHWAY CONSTRUCTION DIVISION</b> .....  | <br>Thomas W. Walker |
| Highway Planning .....                          | Mike Bailey          |
| Soils Lab .....                                 | Lee Bell             |
| Construction .....                              | Arthur Garrett       |
| Traffic, Signage & Marking .....                | Allan Bartlett       |

## **ADMINISTRATION, FINANCE AND SERVICES DIVISION**

### **ADMINISTRATION AND FINANCE SECTION**

The Administration and Finance Section is responsible for the financial and personnel services of the Department. This includes the preparation of the annual budget, budget control, departmental accounting, purchasing, inventory control, payroll, management information systems and other related administrative support functions.

The division consists of the Director, four accounting support staff, three personnel support staff, two management information staff and a receptionist.

### **AUDIO VISUAL SECTION**

Audio Visual Services supply audio and video services to all Government Departments, Agencies, Commissions and Crown Corporations; and is responsible for maintenance of all government, school board and Holland College audio visual equipment. Services include production, graphics and short term loan of equipment.

A computerized master inventory of all audio visual equipment owned by government is controlled by the centre. All new purchases are approved by Audio Visual and the process is aimed at ensuring that government departments obtain the best and most effective equipment for their specific needs. At the same time, Audio Visual can advise on duplication within departments and standardization of equipment to ensure repairability (i.e. availability of parts).

New Lanier recording equipment was installed in the five court rooms in Charlottetown in an effort to improve the recording quality. The recording equipment removed was installed in Summerside, Alberton, and Georgetown Court Houses.

#### **Statistics for year ending March 1990:**

|                                                         |       |
|---------------------------------------------------------|-------|
| Total short term equipment loans .....                  | 1,840 |
| School preventative maintenance & Holland College ..... | 2,579 |
| School Unit equipment delivered for repair .....        | 581   |
| Holland College equipment delivered for repair .....    | 200   |
| Government equipment delivered for repair .....         | 380   |

There were 70 service calls made to schools, government offices, etc. which were made for a total of 300 man hours of work. The "on call" maintenance service for the court recording systems required approximately 30 visits by service personnel during the year. The legislative recording system has continued to operate excellently.

The graphic section completed 321 projects. There were ten slide show productions - three of which were for out-of-province travel. There were five complete book layouts consisting on an average of about 30 pages, Nursing being the largest. The Tourism calendar for the promotion of the Akin to Ireland theme for 1990 required about 10 hours work. The need for calligraphy is on the rise from last year.

The production section was responsible for the following:

|                              |     |
|------------------------------|-----|
| Video Productions .....      | 62  |
| Video Workshops .....        | 15  |
| Film & Edit Sessions .....   | 160 |
| Audio Tracks & Promos .....  | 98  |
| Slide Shows .....            | 13  |
| Radio Programs .....         | 10  |
| Video Dubbing Requests ..... | 361 |

There has been a steady increase in requests for conference taping with the increase in Legislative Committee Meetings, Land Use Appeals, Classification Appeals and information meetings held Island wide. i.e. Social Services, Education.

An increased demand for use of 1/2" video equipment both playback and recording as well as taping was experienced.

Photo Section:

|                                                                                                               |      |
|---------------------------------------------------------------------------------------------------------------|------|
| Assignments (April 1, 1989 - March 31, 1990) .....                                                            | 1239 |
| (This figure includes all requests for processing black and white slide film as well as location/studio work) |      |

Since joining Audio Visual Services in 1989 the Photo Lab has provided services to nearly all government departments with several major projects undertaken. These included: Culinary Masters, Atlantic Classic Golf Tourney, 125th Anniversary Celebrations including the Festival of the Descendants and several conventions and workshops.

### **ISLAND INFORMATION SERVICE DIVISION**

Island Information Service assists Provincial Government Departments, Agencies, Corporations, and Commissions distribute information regarding their programs, services and other activities of interest to the public.

The media are the main channel for information from government. IIS supplies a newswire service to the following Island news outlets: CBC, ATV, CHTN, CFCY, CJRW, the Guardian and Patriot, and the Journal-Pioneer. Press releases relating to government related events are distributed over this service. The same information is mailed to other media and interested parties. IIS distributed 1,185 releases between April 1, 1989 and March 31, 1990.

The PEI government telex machine and telecopier (fax) machine are run by IIS. During the past year our operators handled 27,943 faxes and 1,173 telexes.

Island Information Service is also responsible for answering mail inquiries, phone inquiries and requests from walk-in clients, about Prince Edward Island and its government. Over 5,000 requests are answered by mail during the year.

At its location in the basement of the Jones Building, 11 Kent Street, IIS continues to stock all provincial acts and regulations and many other government publications. During the year total sales from government publications amounted to \$6,087.15.

### POSTAL SECTION

The Postal Section is responsible for all government mail including couriers to government buildings in Charlottetown and the four Regional Services Centres. The objective of the section is to provide an efficient mail service taking advantage of all options.

The increase of \$158,226.08 in total postage used is attributed to the cost of Tourism Kits distributed by Brunswick Brokers Inc., Beacon TS Inc. and Southeastern Advertising Agency Inc. for the Department of Tourism, plus the overall increase of mail by most government departments.

The amount of postage revenue recovered for the year totalled \$18,987.94.

The following is the mass mailing total for the four machines listed:

|                 |           |
|-----------------|-----------|
| Decollator..... | 2,869,500 |
| Detacher.....   | 1,773,360 |
| Folder.....     | 531,900   |
| Insertor.....   | 224,702   |

#### **TOTAL POSTAGE USED - 1/04/89 to 31/03/90**

| DEPARTMENT, ETC.       | METER             | P.P.I.C.          | P.D.            | CERT.            | TOTAL             | %           |
|------------------------|-------------------|-------------------|-----------------|------------------|-------------------|-------------|
| Tour. & Pks. ....      | 16,521.69         | -                 | 13.27           | -                | 16,534.96         | 2.4         |
| Tourist Bureau .....   | 40,448.22         | 134,785.19        | 11.05           | 108.50           | *344,170.18       | 30.0        |
| Finance.....           | 13,338.33         | -                 | 50.85           | 282.10           | 13,671.28         | 1.9         |
| Tax .....              | 39,141.37         | 35,323.16         | 6.00            | 4,614.35         | 79,084.88         | 9.1         |
| Accounting .....       | 43,475.61         | -                 | 4.16            | 1,768.55         | 45,248.32         | 5.7         |
| Hlth & Soc. Serv. .... | 103,534.66        | -                 | 211.03          | 20.05            | 103,765.74        | 14.2        |
| Trans. & Pub Wor. .... | 26,952.86         | 13,259.04         | 9.60            | 31.00            | 40,252.50         | 3.8         |
| Highway Safety .....   | 13,779.50         | -                 | 15.58           | 4,305.90         | 18,100.98         | 2.6         |
| Education .....        | 49,594.86         | -                 | -               | -                | 49,596.86         | 6.2         |
| Agriculture .....      | 38,965.67         | -                 | 151.22          | 162.75           | 39,279.64         | 5.0         |
| Comm. & Cul Aff .....  | 33,144.35         | -                 | 58.25           | 116.25           | 33,318.85         | 4.0         |
| Hosp. Serv. Comm. .... | 5,706.94          | -                 | 132.61          | -                | 5,839.55          | 2.1         |
| Energy & Forest .....  | 8,174.23          | -                 | .76             | -                | 8,174.99          | 0.9         |
| Fisheries.....         | 8,075.58          | -                 | 2.12            | -                | 8,077.70          | 1.5         |
| Justice & Labour ..... | 28,902.94         | -                 | 32.57           | 1,666.25         | 30,601.76         | 3.7         |
| Civil Serv. Comm. .... | 8,852.91          | -                 | .87             | -                | 8,853.78          | 1.2         |
| Premiers Office .....  | 15,251.94         | -                 | 36.48           | -                | 15,288.42         | 2.2         |
| Industry.....          | 9,239.53          | -                 | 393.17          | -                | 9,632.70          | 1.2         |
| Sport P.E.I. ....      | 14,083.38         | -                 | -               | -                | 14,083.38         | 1.7         |
| Other.....             | 6,142.42          | -                 | 162.50          | -                | 6,307.62          | 0.6         |
| <b>TOTAL.....</b>      | <b>523,326.99</b> | <b>183,367.39</b> | <b>1,292.09</b> | <b>13,075.70</b> | <b>889,884.09</b> | <b>100%</b> |

\*INCLUDES \$130,624.54 PAID TO BRUNSWICK BROKERS INC.

24,692.68 PAID TO SOUTHEASTERN ADVERTISING AGENCY INC.

13,500.00 PAID TO BEACON TS INC.

**\$168,817.22**

## **PRINTING SECTION**

The Printing Section provides composition, printing and volume copying services for government departments, boards and commissions, as well as a photocopying service for the three-building administrative complex.

The following publications are produced for distribution and sale:

Royal Gazette  
Revised Statutes of Prince Edward Island  
Annual Statutes of Prince Edward Island  
Legislative Journal of Prince Edward Island  
Revised Regulations of Prince Edward Island

Receipts from advertising in the Royal Gazette and the sale of publications totaled \$53,360. This compares with previous years as follows:

|         |          |
|---------|----------|
| 1985-86 | \$54,524 |
| 1986-87 | \$79,010 |
| 1987-88 | \$77,415 |
| 1988-89 | \$74,515 |
| 1989-90 | \$53,360 |

During the past year one GBC Punch was purchased to replace one that was worn out. We also purchased one GBC Power Binding Machine and one Bostitch Stitching Machine.

During the fiscal year 1989-90 the presses produced 1,782 printing orders, representing a total of 9,710,050 sheets through the three job presses. This figure compares with the previous years as follows:

|         | <b>Orders</b> | <b>Impressions</b> |
|---------|---------------|--------------------|
| 1985-86 | 2,442         | 7,873,281          |
| 1986-87 | 2,742         | 8,877,100          |
| 1987-88 | 2,242         | 9,350,193          |
| 1988-89 | 2,387         | 9,710,050          |
| 1989-90 | 1,782         | 9,875,982          |

The volume copying work is produced on two Xerox 9500 copiers and a Xerox 1090 copier. Copying orders for this section totaled 5,562 as compared to 4,379 orders in the previous year. Comparison to previous years is as follows:

|         | <b>Orders</b> | <b>Impressions</b> |
|---------|---------------|--------------------|
| 1985-86 | 3,236         | 7,917,587          |
| 1986-87 | 3,310         | 9,083,836          |
| 1987-88 | 4,199         | 8,552,404          |
| 1988-89 | 4,379         | 11,036,613         |
| 1989-90 | 5,562         | 12,499,113         |

The convenience copying service for the three-building administrative complex consists of 24 photocopiers. Production for the fiscal year was 5,072,594 copies. By pooling the production totals of the 24 copiers, a lower cost per copy is attained. The current cost is 7.4 cents per copy including paper as compared to 6.4 cents from the previous year. The increase in cost per copy is due to increased copier costs.

Comparison with previous years is as follows:

|         | <b>Impressions</b> | <b>Cost/copy<br/>(incl. paper)</b> |
|---------|--------------------|------------------------------------|
| 1985-86 | 3,185,468          | 4.76                               |
| 1986-87 | 2,925,338          | 4.60                               |
| 1987-88 | 3,181,719          | 3.50                               |
| 1988-89 | 3,584,970          | 6.40                               |
| 1989-90 | 5,072,594          | 7.40                               |

Distribution of impressions on presses and volume copiers is as follows:

|                                               | <b>Presses</b>    | <b>Volume<br/>Copiers</b> |
|-----------------------------------------------|-------------------|---------------------------|
| Agriculture .....                             | 409,879           | 1,307,733                 |
| Cabinet Office/Exec.Council/                  |                   |                           |
| Legislative Assembly .....                    | 209,562           | 241,488                   |
| Civil Service Commission .....                | 366,480           | 304,573                   |
| Community & Cultural Affairs .....            | 407,161           | 844,576                   |
| Education .....                               | 477,626           | 2,188,471                 |
| Energy & Forestry .....                       | 51,650            | 295,036                   |
| Environment .....                             | 129,351           | -                         |
| Finance .....                                 | 536,208           | 553,234                   |
| Fisheries .....                               | 532,460           | 269,711                   |
| Health & Social Services .....                | 894,543           | 1,325,553                 |
| Hospital & Health Services .....              | 111,084           | -                         |
| Housing Corporation .....                     | 20,350            | 70,629                    |
| Industry .....                                | 168,842           | 369,898                   |
| Justice .....                                 | 589,108           | 432,816                   |
| Labour .....                                  | 128,625           | 130,210                   |
| Queen's Printer .....                         | 4,123,514         | 2,989,550                 |
| Sport P.E.I. ....                             | -                 | 139,546                   |
| Tourism & Parks .....                         | 392,017           | 579,526                   |
| Trans & Public Works .....                    | 327,521           | 586,782                   |
| Totals .....                                  | 9,875,981         | 12,629,332                |
| <b>Total - PRESS AND VOLUME COPIERS .....</b> | <b>22,505,313</b> |                           |

Distribution of impressions on convenience copiers is as follows:

|                                    |           |
|------------------------------------|-----------|
| Accounting .....                   | 151,998   |
| Agriculture (2 machines) .....     | 1,085,754 |
| Civil Service Commission .....     | 81,268    |
| Computer Services .....            | 110,500   |
| Community & Cultural Affairs ..... | 430,191   |
| Education .....                    | 506,557   |
| Executive Council .....            | 101,493   |
| Fisheries .....                    | 147,752   |
| Health & Social Services .....     | 672,453   |
| Highway Safety .....               | 128,003   |
| Industry .....                     | 326,418   |
| Island Information Service .....   | 58,256    |
| Justice .....                      | 139,245   |
| Land Valuation & Assessment .....  | 88,000    |

|                                                  |                  |
|--------------------------------------------------|------------------|
| Legislative Assembly .....                       | 155,376          |
| Premier's Office .....                           | 73,659           |
| Revenue .....                                    | 40,000           |
| Tourism/Energy & Forestry .....                  | 330,000          |
| Transportation & Public Works (2 machines) ..... | 188,000          |
| Treasury Board .....                             | 257,671          |
| TOTAL .....                                      | <u>5,072,594</u> |

## **PUBLIC WORKS DIVISION**

The Public Works Division consists of the following sections:

- Design
- Construction
- Leasing
- Energy Conservation
- Properties and Surveys
- Operations and Maintenance

### **DESIGN SECTION**

The Design Section provides the design work required to have various government or government client buildings constructed or renovated. The design work is either performed by section staff or by private consultants who are engaged on a project basis and supervised by the design section.

The design work includes:

- Evaluation of existing buildings.
- Development of concept plans.
- Preparation of cost estimates.
- Preparation of working drawings and specifications, required to obtain tenders.
- Receipt of tenders and completion of construction contracts.

The design was completed and tenders were received during the year for the following projects:

- North Shore School
- Glen Stewart School Addition
- Parkside School Addition
- Birchwood High School Renovation
- Spring Park Window Replacement

Design was also carried out on the following projects during the year:

- Queen Charlotte High School
- West Prince Regional Services Centre Addition
- Alberton School Addition
- French School/Community Center
- Colonel Gray High School
- Charlottetown Rural High School
- New Cornwall Elementary School
- Western Hospital

## **CONSTRUCTION SECTION**

The Construction Section is responsible for inspecting and supervising the construction of new buildings and renovations to ensure that the contracts are completed according to plans, specifications and budget allocations.

The Construction Section provided contract supervision for a number of projects during the year. Projects completed this year were:

- Tignish Elementary School
- Birchwood Junior High School - Phase 1
- Cavendish Visitor Information Centre
- Montague Office Complex
- St. Theresa's School Addition/Renovation
- East Wiltshire School Addition
- Glen Stewart Addition

Projects started but not completed during the year were:

- Birchwood Junior High School - Phase 11
- North Shore School
- Prince County Jail Renovations

## **LEASING SECTION**

Leases for government office space in private sector buildings are maintained throughout the province. The following changes occurred during the fiscal year 1989/90:

Leases Expired:

- Smith & Sons Railway Shed - Prince County Jail
- Windsor Building - Tourism & Parks
- Wellington Place du Village - Evangeline Regional Services Centre
- Summerside Legion - Parking Space

Leases Entered Into:

- CADC - Brecken/Yates Building - Pay Equity
- CADC - Brecken/Yates Building - Community & Cultural Affairs
- Wellington Incubator Mall - Evangeline Regional Services Centre
- Crapaud - Adaptive Research Project
- Kensington Community Centre - Potato Division
- Tignish Community Building - Government Services

## **ENERGY CONSERVATION SECTION**

The Energy Conservation Section is responsible for the monitoring and reduction, where possible, of energy expenditures within Government owned and/or operated buildings, regular site visits, and the implementation of improved system technology where applicable.

Following a comprehensive evaluation period, this Section has been granted permanency within the Department of Transportation and Public Works. Staffing of the Section resulted in the creation of two additional full-time positions within the Department. Through the Civil Service Commission hiring process, one Professional Engineer and one Technician were hired to fill these positions.

This Section continues to monitor monthly energy expenditures with an eye towards low cost improvements in addition to ongoing evaluation and development of all direct digital control systems installed or being considered for installation in Government controlled facilities.

## **PROPERTIES AND SURVEYS SECTION**

The Properties and Surveys Section is comprised of Crown Properties, (Public Roads and Public Right-of-Ways) and Legal Land Surveys.

### **PROPERTIES**

The Crown Properties Section is responsible for the acquisition, disposal and leasing of land for all Departments of Government, including negotiations to purchase land necessary for road construction projects. It is also responsible for carrying out abstracts of title, noting and clearing registered encumbrances against properties to be purchased and/or to be disposed of as well as the preparation and execution of legal documents required for various real property transactions.

It is also responsible for the acceptance of streets within approved subdivisions, payment for same and the acquisition of tap drains and easements that may be required within approved subdivisions and/or along public roads.

This section negotiates satisfactory settlements for crops, lawn, shrubs, fences and tree damages (with private landowners) which result from road construction projects. This section researches and establishes the status of rights-of-way within the province. This section administers, maintains and updates a comprehensive inventory of all Crown Land, it investigates all claims of adverse possession under the Quieting of Titles Act and Land Tax Sales under the Real Property Tax Act; it certifies affidavits of transfer on behalf of Government, it administers Oath of Witness to prove the due execution of legal documents, it is responsible for the Land Tax Ledger.

The Crown Properties (Public Roads/Public Rights-of-Way) section was involved in the purchase of 45 properties for both road construction projects (30 properties - \$624,456) and other government projects (15 properties - \$720,100) in which total expenditure amounted to \$1,344,556.

This section also conveyed portions of old roadways back to adjoining property owners; there were 35 such transfers carried out during the year. This section also disposed of eight (8) parcels of Crown Land which total sales amounted to \$125,500. Properties leased and rented for government purposes totaled \$4,063.00. Revenue received for lease/rental of Crown Land totaled \$8,241.00. Property Tax payments amounted to \$31,596.45. This section also accepted 8,793 lineal feet (1.67 miles) of new rights-of-way resulting from the construction of subdivision streets within approved subdivisions. The monies received for payment for the construction of subdivision streets amounted to \$397,526.97.

## **SURVEYS**

The Survey Section includes one P.E.I. Land Surveyor, two calculations technicians, one draftsman and two full-time field crews consisting of one crew chief and one assistant.

Survey work carried out by this Section is requested by all departments of government. Some of this year's projects included surveying of school properties, highway diversions, surveying within provincial parks and some larger projects such as the Charlottetown Bypass Road. This Section continues to work closely with our Highway Surveyors regarding the legal survey of property required for road construction projects.

The upgrading and maintenance of P.E.I. Survey Monument Grid System is the responsibility of this Section who contracts this work to L.R.I.S. to carry out an inspection and replacement program on an annual basis. This Grid System is the foundation of all survey work carried out in the Province by all P.E.I. Land Surveyors.

During the year two computerized field data collectors were purchased with the capability of being down-loaded directly to the office station computer. This feature reduced the time spent manually entering field notes into the computer.

The need to computerize the drafting and calculations aspect of our survey operation was reviewed during this year. Subsequently, plans are underway to budget and acquire current surveying software/hardware to handle a graphic package which would enable survey plans to be calculated and drafted completely on the computer. This application should speed up the process in getting legal surveys completed.

## **OPERATIONS AND MAINTENANCE SECTION**

The Operations and Maintenance Section is responsible for the operations and maintenance of some 70 Government owned buildings located across the Province. A number of rental buildings are maintained with monies budgeted by the Leasing Section. This section is also responsible for the accommodation requirements of Government, telephone systems, buildings security, storage and re-allocation of surplus furniture and oversees the operation of the Cater-Plan cafeteria in the P.A.B.

The Operations and Maintenance Section is divided into three areas or regions with a maintenance supervisor and supporting staff as required stationed in each region. Accommodations, telephones, security, etc. are managed from the Central Office in Charlottetown. Total staff complement is approximately 100 permanent and 20-25 temporary personnel.

Some of the major projects accomplished in fiscal year 1989-90 include:

## **EASTERN REGION**

### Brudenell Resort

Restored the veranda on the main house, reshingled south roof and painted the exterior of the main house. Replaced the carpeting on the first and second floors of the main house. Restored eight door frames in the motel units. Replaced the underground oil tank.

### King's Byway V.I.C.

Installed a new heat exchanger on the hot air furnace, along with other general maintenance, painting, and electrical work.

### Southern King's & Queen's Services Centre

Performed regular maintenance to all carpet flooring, repainted fifteen offices, and installed a new section in the hot water boiler.

### Orwell Corner Historic Village

Commenced a program of reshingling the many buildings at this site, particularly the roofs. Many of the shingles used in the previous restoration were Island fir and these have deteriorated badly. These are being replaced with Eastern Cedar shingles. This project will be accomplished over a 2-3 year time period.

### Elmira Railway Station

Replaced Island fir shingles on the roof of the station with Eastern Cedar shingles, and constructed a new station platform.

### Southern King's Highway Depot

Minor repairs and general maintenance to the Depot were carried out, along with the replacement of the existing domestic water well and pump.

### Colville Manor

All of the roof except the east wing was reshingled. The loading zone area was repaved, and the underground oil storage tank was replaced.

### Riverview Manor

The underground oil storage tank was replaced and minor repairs were made to the roof system.

## **CENTRAL REGION**

### Jones Building

A program of implementing Modular Style Office Accommodation was started. This program will encompass approximately 5 years and will provide a more efficient utilization of office space as well as more aesthetically pleasing surroundings for employees and visitors. The initial phase was the renovation of 5th floor Jones to accommodate the Department of Agriculture and the completed and initial response has been very positive.

#### Shaw-Sullivan Buildings

There were renovations and change to modular furniture at the Department of Finance, Revenue Division, 1st Floor; and Auditor General's offices, 2nd floor. The oil storage tank was replaced. The Premier's suite of 5th floor Shaw was refurbished/redecorated including floor coverings, painting, window blinds, etc. In cooperation with the Prince Edward Island Energy Corporation, a domestic hot water heat exchanger was installed to service the Shaw-Sullivan-Jones complex. This will allow our operations staff to discontinue use of the steam boiler for domestic hot water. Honeywell Corporation has been awarded a tender for implementation of an energy management package for this PAB complex.

#### Province House Annex

Renovations were completed on the 4th floor to accommodate the Staff Development Branch of Civil Service Commission. This building has now been completely refurbished and is providing excellent office/seminar space for Government Departments and Agencies.

#### Customs House

A program of renovation/restoration was begun on this building - 3rd floor has been completed and work on the 1st and 2nd floors will begin next fiscal year. These alterations will eventually provide office space for the Department of Justice, Crown Attorney, and the Probation Division.

#### Dr. Eric Fould Centre

The dietary/kitchen area was completely renovated and now provides a bright, clean, efficient area for meal preparation. The boiler room has been renovated/upgraded with the removal of the old obsolete steam piping system, installation of new piping, boiler headers, reducing stations and concrete floor. Painting, storage shelving, etc., completed the job.

#### Beach Grove Home for Special Care

The program of replacing the carpet with hard surface flooring was completed. A new steam humidification system was installed to provide better control of humidity for patients and staff. A new domestic water well was drilled. This well will be utilized next spring (1990) if the present minor (saline) problems at the present well persist.

#### Forestry Depot, Beach Grove

The second floor of this building was completely renovated to provide extra office space for the Central Forestry Region staff.

#### Government House

A continuing program of restoration is in place at this location. Emphasis this fiscal year was on grounds with a study by Parks Canada personnel completed and presented for study and review. Action on the recommendations in this study has commenced and will be continued over the next few years. The underground oil storage tank at this location was replaced.

#### Prince Edward Home

Renovations were completed in the basement to accommodate the Pathology Laboratory, Department of Agriculture. A new deck was constructed at the west end of the building. This will allow patients with limited motor skills access to the outdoors. From all reports, it is being well used. A new automatic transfer switch was installed on the emergency power system. The maintenance and repairs to the heat exchangers, on the District Heating System continue to be a major maintenance item.

#### MacMillan Building

There were problems with the exterior facade of this building. Structural consultants advised on temporary repairs and are presently working on plans for permanent repairs to the brick/stone facade. This work will be done next fiscal year. Both underground oil storage tanks were replaced.

#### Provincial Correctional Centre

This building's major maintenance expense is in replacement of broken/damaged windows in the cell areas. The inmates continue to find ways to damage the window glazing. We are presently working on some method of "charge back" to see if damages can be curtailed.

#### Bunbury Nursery

The driveways were repaved, oil tanks replaced, and alterations were made to the greenhouse storage for better access with machinery.

### **WESTERN REGION**

#### P.E.I. Youth Centre

This is a new building and minor problems/requests continue to surface, i.e., shelving, boot racks, etc. The only major expense was in the provision of security screens for windows in the living quarters. Prior to the installation of seventy screens, several windows required new glass.

#### Prince County Courthouse and Jail

Renovations to the jail area were completed and the jail is now fully utilized. These renovations were long overdue and have provided both inmates and staff with habitable living/working conditions. The Courthouse was also renovated and redecorated. This included removal of an unused vault on the 1st floor to provide office space for court staff. As well, new carpeting, painting, wall coverings, window coverings, etc., were provided with pleasing results. The oil tank was replaced and general ongoing maintenance work was performed.

#### Maplewood Manor

The oil tank was replaced. A program of window replacement was started with 37 new windows being installed and various others were repaired. This program will continue until all windows are replaced.

#### Vet Clinic

There were repairs to the boilers, including a new cast iron section, piping, and fire box liners. General maintenance on windows and doors was provided.

#### West Prince Regional Services Centre

Temporary repairs were made to the heating lines including the purchase and installation of a small boiler to supply heat during repairs. These lines are to be replaced with insulated lines next fiscal year.

#### Prince County Health Centre

There was continued replacement of floor coverings. The underground oil storage tank was replaced.

#### Alberton Court House

Repairs were made to rotted window sills. The exterior of the building was painted. Other minor repairs were made as required.

#### Lady Slipper V.I.C.

Repairs were made to the front walk area to allow for proper drainage. The situation was causing water to drain under the doorways then frost action was heaving the front walkway brickwork.

### **ACCOMMODATIONS**

The Accommodations Section is responsible for the assignment of office space in government owned and leased buildings; telephone co-ordination and liaison between government departments and Island Telephone.

The following is a list of relocations occurring between April 1, 1989 and March 31, 1990:

The Department of Agriculture was relocated from the 4th to the 5th floor of the Jones Building.

The Prince Edward Island Agricultural Development Corporation was relocated from the 1st floor of the Customs House (42 Great George Street) to the 5th floor of the Jones Building

The 3rd floor of Customs House was refurbished and the Community and Correctional Services were relocated from the 5th floor of the Jones Building to 42 Great George Street.

The 4th floor of Province House Annex was refurbished and currently houses the Civil Service Commission (French Language Secretariat) which was relocated from 1st floor north of the Shaw Building.

The 2nd floor of Province House Annex was refurbished and now houses the Legislative Counsel who were located on the 3rd floor of Customs House, and the Civil Service Commission Staff Training Division who were located on the 1st floor (north) of the Shaw Building.

The Hospital and Health Services Commission was relocated to Montague from the 5th floor of the Jones Building.

The new V.I.C. in Cavendish was completed and occupied by Tourism, Parks Canada, and the R.C.M.P.

#### **Telecommunications**

The implementation of the new centralized business system and subsequent conversion of the following Government Departments continues in this fiscal year:

Sherwood Home For Special Care  
Prince Edward Island Liquor Control Commission (Ch'town)  
Prince Edward Island Housing Corporation  
Department of Health and Social Services  
Workers Compensation Board  
Agricultural Development Corporation

### **SCHEDULE OF BUILDINGS**

Charlottetown and vicinity:

Sullivan Building  
Shaw Building  
Jones Building  
Province House  
Province House Annex  
Beach Grove Home for Special Care  
Highways Garage  
Highways Lab Building  
Government House and Garage  
Dr. Found Health Centre and Mona Wilson Centre  
Belmont Street Warehouse  
Coles Building  
Provincial Correctional Centre  
Queen's County Forestry Offices - Beach Grove  
Bunbury Nursery Complex  
Brackley Visitor Information Centre  
MacMillan Building  
Prince Edward Home  
Customs House  
Sherwood Home

**Hillsborough Hospital:**

Hillsborough General Hospital  
Laundry and Recreation Hall  
Nurses Home  
Superintendent's Residence and Garage  
Doctor's Residence  
Occupational Therapy Building  
Greenhouse  
Maintenance Building

**Summerside Area:**

Highways Garage  
Prince County Courthouse and Jail  
Dept. of Public Works Office  
Summerside Health Centre and Storage Garage  
P. E. I. Youth Centre

**Others:**

Grain Elevator, New Annan  
Courthouse and Jail, Georgetown  
Kings By-Way VIC, Pooles Corner  
Scale House, Borden  
Visitor Information Centre, Wood Islands  
Brudenell  
Brudenell Recreation Complex  
Scale House, Wood Islands  
West Prince Regional Services Centre  
Southern Kings & Queens Services Centre  
Montague Office Building  
O'Leary Veterinary Clinic  
Grain Elevator, Roseneath  
Grain Elevator, Elmsdale  
Prince County Forestry Depot  
Southern Kings Highway Depot  
Kings County Forestry Depot  
Alberton Courthouse  
Lady Slipper Visitor Information Centre  
Fisheries Museum, Basin Head  
Museum, Orwell Corner  
VIC Portage  
Youth Centre, Georgetown  
Youth Centre, Tyne Valley  
Portable Classrooms  
Cavendish VIC  
Green Park Historic Site  
Elmira Railway Station

## SCHEDULE OF BUILDING TENDERS

### **Tracadie Cross School Addition - opened April 18, 1989**

#### General

|                                          |           |
|------------------------------------------|-----------|
| Southern King's Construction .....       | \$209,104 |
| Earl Redmond Inc .....                   | 217,305   |
| Reardon Construction .....               | 234,288   |
| George Campbell Inc .....                | 241,183   |
| Gill Construction .....                  | 242,300   |
| MacLean Construction .....               | 249,945   |
| Roberts & MacNeil Construction Ltd ..... | 276,300   |
| Stile Construction .....                 | 333,000   |

#### Mechanical

|                                          |         |
|------------------------------------------|---------|
| Len Hynes Inc .....                      | 109,462 |
| Blair LaPierre Inc .....                 | 118,346 |
| MacIntyre Sheet Metal .....              | 122,000 |
| Bevan Bros. Ltd .....                    | 127,000 |
| Halifax Heating & Air Conditioning ..... | 142,000 |

#### Electrical

|                        |        |
|------------------------|--------|
| Olympia Electric ..... | 54,300 |
| Hansen Electric .....  | 56,100 |
| Storey Electric .....  | 61,100 |
| Kamstar Inc .....      | 71,229 |

### **Glen Stewart Addition - opened May 15, 1989**

#### General

|                             |         |
|-----------------------------|---------|
| Schurman Construction ..... | 514,800 |
| MacLean Construction .....  | 527,636 |

#### Mechanical

|                                |        |
|--------------------------------|--------|
| Gavin Gill Inc .....           | 78,200 |
| MacIntyre Sheet Metal .....    | 83,000 |
| Bevan Bros. Ltd .....          | 83,700 |
| Inman Plumbing & Heating ..... | 93,168 |

#### Electrical

|                                |        |
|--------------------------------|--------|
| Olympia Electric .....         | 46,400 |
| Inman Plumbing & Heating ..... | 57,358 |
| Ford Electric .....            | 57,500 |
| Liberty Electric .....         | 59,600 |
| Storey Electric .....          | 68,700 |

**North Shore School - opened October 3, 1989****General**

|                                  |           |
|----------------------------------|-----------|
| Schurman Construction Ltd .....  | 3,334,700 |
| Fitzgerald & Snow Limited .....  | 3,437,000 |
| Williams, Murphy & MacLeod ..... | 3,670,000 |

**Mechanical**

|                                |         |
|--------------------------------|---------|
| Inman Plumbing & Heating ..... | 728,444 |
| MacIntyre Sheet Metal .....    | 786,000 |
| Bevan Bros Ltd .....           | 807,000 |
| Steen Contractors .....        | 843,000 |

**Electrical**

|                                |         |
|--------------------------------|---------|
| Inman Plumbing & Heating ..... | 398,463 |
| Olympia Electric .....         | 408,000 |
| Univex Maritimes .....         | 425,000 |
| Hansen Electric .....          | 480,000 |
| Storey Electric .....          | 514,000 |

**Parkside School Renovation - opened December 5, 1989****General**

|                                  |         |
|----------------------------------|---------|
| G.I. Adams Construction .....    | 255,000 |
| Williams, Murphy & MacLeod ..... | 295,000 |
| Maddix Construction .....        | 296,750 |
| Remley Construction .....        | 297,500 |
| Star Construction .....          | 307,800 |

**Mechanical**

|                                |        |
|--------------------------------|--------|
| Inman Plumbing & Heating ..... | 26,487 |
| Waites Electric .....          | 16,600 |

**Electrical**

|                                |        |
|--------------------------------|--------|
| MacIntyre Sheet Metal .....    | 36,995 |
| Inman Plumbing & Heating ..... | 47,684 |

**Birchwood Junior High School - Phase 11 - opened Dec. 21, 1989****General**

|                                  |           |
|----------------------------------|-----------|
| Williams, Murphy & MacLeod ..... | 1,932,000 |
| Fitzgerald & Snow Ltd .....      | 1,963,000 |
| Schurman Construction Ltd .....  | 1,978,400 |
| MacLean Construction .....       | 2,321,000 |

#### Mechanical

|                             |         |
|-----------------------------|---------|
| Bevan Bros. Ltd .....       | 680,000 |
| MacIntyre Sheet Metal ..... | 696,700 |
| Steen Contractors .....     | 749,500 |

#### Electrical

|                                |         |
|--------------------------------|---------|
| Univex Maritimes .....         | 314,000 |
| Olympia Electric .....         | 365,000 |
| Hansen Electric .....          | 387,000 |
| Inman Plumbing & Heating ..... | 397,846 |

#### **Queen Charlotte High School - opened March 29, 1990**

#### General

|                                  |           |
|----------------------------------|-----------|
| Schurman Construction Ltd .....  | 3,699,000 |
| Fitzgerald & Snow Ltd .....      | 3,708,000 |
| Williams, Murphy & MacLeod ..... | 3,776,000 |

#### Mechanical

|                             |           |
|-----------------------------|-----------|
| MacIntyre Sheet Metal ..... | 1,372,000 |
| Steen Contractors .....     | 1,400,000 |
| Bevan Bros. Ltd .....       | 1,556,000 |

#### Electrical

|                                |         |
|--------------------------------|---------|
| Olympia Electric .....         | 555,000 |
| Hansen Electric .....          | 631,000 |
| Inman Plumbing & Heating ..... | 694,329 |

## **HIGHWAY SAFETY DIVISION**

The Highway Safety Division operates branches at Alberton, Souris, Montague, Summerside, and headquarters in Charlottetown, providing the general administration, safety programs and registration functions.

The Division's overall objective is to promote safe conditions for highway users, provide registration for vehicles and drivers, and to support the Minister of Transportation and Public Works in the administration of the Highway Traffic Act and the Off-Highway Vehicle Act, the Roads Act, and the Transportation of Dangerous Goods Act.

The National Safety Code Safety Standards were implemented by enacting regulations to control the number of hours a commercial vehicle driver could remain on duty, and, in addition, to ensure commercial vehicle drivers inspected their vehicles for safety defects each day before starting a trip.

Roadside inspections of commercial vehicles (in accordance with the Commercial Vehicle Safety Alliance) were started as a safety check to ensure these vehicles complied with National Safety Code Standards.

Changes were made to the Vehicle Weight Regulations to manage and control heavy trucks on Island highways in a manner consistent with other provinces.

Meetings were held throughout the province to update truckers and companies with information about the new weights and dimensions, hours of work, and trip inspections to ensure they were fully aware of changes which had taken place.

Phase 2 of the National Interprovincial Record Exchange Information System was put in place by the Division to assist in managing the exchange of drivers licenses and the registration of motor vehicles by new residents from out of the province.

To provide better service for motor vehicle inspection stations, the provision of inspection stickers, forms, and supplies has been made available at all branch offices. Previously, all supplies were obtained from the central Charlottetown office.

## **REGISTRATION AND LICENSING SECTION**

This Section maintains records on all drivers who have had convictions for motor vehicle related offences and who are scheduled for counselling activity such as an interview or a re-examination. This Section also maintains documents on compulsory insurance, accident statistics, and motor vehicle dealers.

This Section issues abstracts of driving records to individuals and insurance companies.

During the period April 1, 1989 to March 31, 1990, the Registration and Licensing Section processed approximately 56,874 transactions for various reasons. A summary of the major activities are shown in the table following. (1988-89 figures are shown for comparison purposes.)

|                                                 | 1988-89 | 1989-90 |
|-------------------------------------------------|---------|---------|
| Driver License Suspensions                      |         |         |
| Criminal Code .....                             | 743     | 632     |
| Demerit Point System .....                      | 491     | 514     |
| Driver Licenses Confiscated                     |         |         |
| Criminal Code .....                             | 172     | 172     |
| Demerit Point System .....                      | 147     | 150     |
| Driver License Reinstatement                    |         |         |
| Criminal Code .....                             | 614     | 510     |
| Demerit Point System .....                      | 365     | 483     |
| Compulsory Insurance                            |         |         |
| Cancellations received from insurance companies | 4,597   | 5,500   |
| Accidents                                       |         |         |
| Fatalities .....                                | 24      | 19      |
| Injuries .....                                  | 870     | 993     |
| Number of Fatal Accidents .....                 | 22      | 19      |
| Number of Collisions .....                      | 3,318   | 3,637   |
| Judgment Recovery (P.E.I.) Ltd.                 |         |         |
| Number of new cases .....                       | 13      | 6       |
| Dealer Trade License                            |         |         |
| Class "A" New and Used Vehicles .....           | 31      | 24      |
| Class "B" Sub-dealers .....                     | 4       | 4       |
| Class "C" Used Vehicles .....                   | 73      | 78      |
| Class "D" New and Used Mobile Homes .....       | 4       | 4       |

### **SYSTEMS DEVELOPMENT AND QUALITY CONTROL**

This section consists of 4 employees and has two primary functions:

1. Development, modification and enhancement of new or existing division systems.

Driver Vehicle System  
SAVR System

2. Revenue Balance and Quality Control

Since its inception, the section has been involved in development of a computerized Records Management System, Single Application for Vehicle Registration (SAVR) and the Interprovincial Record Exchange (IRE) system. The section is responsible for daily revenue balancing, quality control of all the Division's computer files, user reporting and problem solving.

### **VEHICLE REGISTRATIONS 1989**

| CAR            | TRUCKS | MOTORCYCLES | BUSES | SPE | TRAILERS | PRP |
|----------------|--------|-------------|-------|-----|----------|-----|
| 63,947         | 20,048 | 1,774       | 399   | 308 | 5,140    | 404 |
| TOTAL = 92,020 |        |             |       |     |          |     |

#### VEHICLE REGISTRATIONS 1988

| CAR    | TRUCKS | MOTORCYCLES | BUSES | SPE | TRAILERS | PRP |
|--------|--------|-------------|-------|-----|----------|-----|
| 61,983 | 19,768 | 2,053       | 407   | 314 | 1,804    | 553 |

TOTAL = 86,882

#### DRIVER LICENSES ISSUED

|                           |        |
|---------------------------|--------|
| Newly Licensed .....      | 2,049  |
| Renewed Drivers .....     | 27,523 |
| Exchanged Licenses* ..... | 2,336  |
| TOTAL .....               | 31,908 |

\* Out-of-province driver licenses exchanged for P.E.I. license.

To obtain the above figures, coder programs were implemented. Coder is a software package whereby it will generate a cobol language program to produce a report by using the data files you specify and containing the information selected. To date, this section has produced 60 + programs to secure information from the DVS (Driver Vehicle System) files.

#### SAFETY SECTION

Activity, as it relates to driving, was divided into two categories:

1. the driver; and
2. the vehicle.

In each of these categories, the measures designed to counter highway collisions were separated into education and enforcement techniques primarily directed to highway users, followed by engineering developments directed to safety improvements of the vehicle.

Countermeasures were planned and conducted on the premise that the driver is ultimately responsible for motor vehicle operation on the highway. In consequence, the countermeasure strategy was to increase the driver's knowledge of highway laws and safe driving practices by creating a general awareness through the public news media; testing new drivers; licensing control over newly licensed drivers, and correction of unsafe practices among other drivers.

The Safety Section plans and co-ordinates the following programs:

1. Promotion of Highway Safety
2. Driver Improvement
3. Motor Vehicle Inspection
4. Highway Weight Enforcement

## **PROMOTION OF HIGHWAY SAFETY**

### Driver Testing

The basic objective of driver testing is to establish and maintain acceptable standards for the issuance of driver licenses for all classes of vehicles in accordance with the provisions of the Highway Traffic Act, Regulations, and Departmental Policy. To obtain a drivers license, an applicant needs the necessary knowledge, skill, physical and mental ability to safely operate a motor vehicle. The driver examiner tests all drivers requiring an initial license and those requiring a higher class of license. Tests are passed by successfully completing a written examination of rules of the road, a vision screening, and an actual road test.

In 1989, the driver testing section conducted 4,199 written and oral knowledge tests, with a failure rate of 20%. Road tests were administered to 4,603 applicants, with a failure rate of 51%. The total number of oral, written and driving tests administered in the five regional offices in Charlottetown, Summerside, Alberton, Souris and Montague was 8,802.

To promote correct driving habits, the Division encouraged young drivers to become involved in a Driver Education Program. Applicants enrolled in a Driver Education Program can obtain their Instruction Permit when they are 15 1/2 years of age. The applicant must produce a letter from the Driver Education Instructor stating that they are enrolled in the Course. Although the applicant can receive their Instruction Permit at 15 1/2, the applicant must wait at least 30 days after their 16th birthday before going on a road test.

There are eight commercial driver education schools operating in the Province. These schools offer twenty-five hour in-classroom and a six hour behind-the-wheel training as required by Driving School Regulations. These eight commercial schools trained approximately 785 new drivers in 1989.

The Driver Education Course is designed to help new drivers develop good driving habits and to obtain a drivers license. The Program for 15 1/2 year old drivers allows young drivers more exposure to behind-the-wheel training.

### Traffic Safety Promotion

This Section provides safety information to the driving public in all areas of highway driving. The Division promotes traffic safety by using newspapers, radio, brochures, posters and pamphlets. Traffic Safety campaigns are conducted promoting bicycle safety, off-highway vehicle rules, rules of the road, vehicle safety, pedestrian safety, winter driving tips, registration and license renewal reminders, and seat belt use. Impaired drivers are a continual problem on the highways and a constant campaign is conducted to encourage people not to drive after they have been drinking.

### Accident Reporting System

Computer records are kept on all reported motor vehicle accidents. During 1989, it is estimated that 1,012,000,000 kilometers were driven by motor vehicles on Prince Edward Island. There were 3,666 collisions resulting in 1,037 injuries and 18 fatalities. The eighteen (18) fatalities includes five (5) drivers, four (4) passengers, four (4) pedestrians, two (2) motorcyclists, and three (3) off-highway vehicle operators.

## **DRIVER IMPROVEMENT**

The primary function of the Driver Improvement Section is to identify the problem drivers (by their driving record) and to induce them to change their driving habits and attitudes thereby reducing fatalities, injuries, and property damage.

### Defensive Driving Courses

Courses on safe driving habits have been developed by the Canada Safety Council with the co-operation of the Provincial Government. Attendance at these courses is voluntary and those who successfully complete the course are given a bonus of 3 points which can be used as a credit in the Demerit Point System. The Defensive Driving Course develops safer drivers for Prince Edward Island highways.

In 1989, there were 11 Defensive Driving Courses offered in the Province with 260 students participating and 211 successfully completing the course.

### Driver Improvement Courses

When a driver accumulates six or more demerit points, a letter is issued advising of the consequences which could result from further demerit points. If a driver accumulates nine or more demerit points, the driver is required to attend a Driver Improvement interview in which the driver is assisted in achieving an awareness of the driving problem and developing a solution to that problem. After a driver accumulates 12 or more demerit points, the license is suspended for a period of three months. To have suspended licenses reinstated, drivers must attend a reinstatement interview and it is a mandatory condition of the reinstatement of licenses that drivers attend a Driver Improvement Course within six months of having their license returned. If a driver fails to attend the required Course, the license may be further suspended.

In 1989, three Driver Improvement Courses were held throughout the Province with 237 drivers required to attend. One hundred and forty-nine (149) attended, with one hundred and thirty-two (132) successfully completing the course.

### Driver Rehabilitation

This is the Alcohol and Drug Abuse Program. All drivers who are convicted of a second or subsequent offence pursuant to Section 253(A), 253(B), 238(5), or 254(5) of the Criminal Code of Canada must attend an Impaired Drivers Course conducted by the Highway Safety Division. This Course must be completed before a driver suspended under these Sections can have his driver's license reinstated.

In 1989, five courses were conducted throughout the Province. Two hundred and forty-four (244) people were required to attend with 115 suspended drivers attending and 99 of the attendants completing the Course. Anyone who did not complete the Course would not have their license reinstated.

The Highway Safety Division also conducts a Driver Rehabilitation Program for the first time offender who is convicted for impaired driving.

In 1989, there were one hundred and sixty-eight (168) people required to attend this course throughout the Province, with seventy-one (71) attending and sixty-eight (68) completing the program. This program is a requirement before a driver's license is reinstated.

The Alcohol Assessment Referral Program requires drivers with three or more convictions for impaired driving to have an alcohol assessment completed and if required, undergo curative treatment at an Addiction Service Centre. A probationary driver's license may be returned to the driver only if the treatment program recommended by Addiction Services was followed. The probationary license is valid as long as the curative treatment program was followed. In 1989, 214 drivers were put through this program with 202 receiving a probationary license and 28 drivers being cancelled for failing to comply with their probationary order.

#### Novice Driver Program

The Novice Driver Course is compulsory. All new drivers applying for a license must complete this course prior to taking a road test. During 1989 the Division conducted 107 courses with 1,704 students completing this course.

#### Vehicle Weights

During 1989, the Division managed the enforcement of Vehicle Weight Regulations under the Roads Act. Vehicle weight enforcement visibility is very important to ensure that commercial vehicles are operating in compliance with the Regulations. The Division managed the operation of two fixed scales at Borden and Wood Islands, and the portable scales which travel throughout the Province weighing trucks that appear to be overweight.

### **ANNUAL MOTOR VEHICLE INSPECTION**

The Motor Vehicle Inspection Program continued in 1989 to monitor the operating condition of motor vehicles in Prince Edward Island. The compulsory inspection of passenger cars, light trucks, heavy trucks, farm trucks trailers, and motorcycles totalled 86,878.

In 1989, there were 194 inspection stations with 415 licensed mechanics involved in the periodic inspection program. The inspection stations and licensed mechanics carried out the following inspections:

|                            |        |
|----------------------------|--------|
| Vehicles Inspected .....   | 86,878 |
| Farm Trucks Approved ..... | 1,470  |
| Vehicles Approved .....    | 77,124 |
| Motorcycles Approved ..... | 1,256  |
| Trailers Approved .....    | 1,488  |
| Vehicles Rejected .....    | 5,540  |

The Motor Vehicle Inspection officers co-operated with police agencies to conduct stop-check programs for unsafe vehicles on the highways. There were approximately 22,220 vehicles observed in the vehicle stop check program resulting in 667 charges and 2,267 written warnings. 5,354 were detained for a more thorough check.

Charges laid: There were 9 charges laid under the Liquor Control Act. 51 charges and 219 warnings were issued re the use of seat belts. Motor Vehicle Inspection Regulations charges were 269, with 747 warnings. Also, 287 charges and 760 warnings were issued for driving with expired registration.

## **TRANSPORTATION DIVISION**

### **AIR**

During the year, Island travelers were offered frequent air service between Charlottetown and Halifax with Air Atlantic and Air Nova operating up to six return flights daily using DeHavilland Dash-8 aircraft.

Canadian Airlines International Limited announced that it will discontinue air service to Prince Edward Island effective April 29. Flights presently operated by Canadian Airlines with Boeing 737's will be replaced by Air Atlantic flights using BAe 146 jets, seating 77 passengers.

Air Canada's daily non-stop DC-9 flight from Ottawa to Charlottetown, which had operated since 1975, was discontinued on June 17th. The airline cited insufficient traffic as the reason for eliminating this flight. The load factor is not surprising in view of the inconvenient time at which the flight operated. Air Canada announced that effective April 1st, 1990 the DC-9 flight from Charlottetown to Ottawa will no longer operate but non-stop service will be provided between Charlottetown and Toronto. Henceforth, passengers traveling between Charlottetown and Ottawa will be forced to change planes at Halifax in order to complete the trip.

On November 12th InterCanadian, a Canadian Airlines partner, discontinued its jet service between Charlottetown and Montreal and ceased operation in this province.

So called "deregulation" of the airline industry has had some beneficial impacts in the form of increased frequency between Charlottetown and Halifax. However, this advantage must be balanced against the loss of non-stop or direct jet service and the resulting impact on industry and tourism development. Furthermore, the "liberalized" air carrier policy has produced no benefits in the forms of reduced fares in this part of Canada. In fact, a study commissioned by the Public Interest Research Centre in mid-1989 predicted that air fares would rise by 30% within two years. The competition envisaged in the National Transportation Act appears to have given way to a duopoly as far as our national air carriers are concerned.

One of the disadvantages of downgrading the equipment operated to and from the Island is a substantial loss of air cargo capacity. The 37-seat turboprops which have become the mainstay of this province's air service do not have sufficient baggage capacity to be satisfactory air cargo carriers. Consequently, air cargo is being trucked to mainland airports to be loaded on cargo flights.

In 1989 the PWA Corporation, the parent company of Canadian Airlines, suffered a \$56 million loss, while Air Canada recorded a profit of \$149 million. The sale of one-third of its interest in an Irish leasing company contributed \$193 million towards Air Canada's profit position.

### **AIRPORT**

The instrument landing system at the Charlottetown Airport was modernized by the installation of solid state equipment for greater reliability and reduced maintenance.

A study entitled "The Charlottetown Airport Economic Impact Study" was completed by Transport Canada in 1989. The study estimated the total impact of the Charlottetown Airport on the Island's economy to be \$29.6 million.

In January, Transport Canada and the Charlottetown Area Development Corporation signed an agreement to develop a business park on land west and southwest of the terminal area at the airport.

#### **ATLANTIC PROVINCES TRANSPORTATION COMMISSION**

Since 1925, the Atlantic Provinces Transportation Commission, formerly the Maritimes Transportation Commission, has operated from offices in Moncton, offering various types of transportation assistance to shippers and other users in the region. This agency is totally funded by the governments of the Atlantic provinces and, with a staff of 12, provides to shippers, receivers, carriers and government services such as rate negotiation, rate and routing advice, statistical reports, preparation of briefs and submissions, research projects, seminars, publication of directories and monthly bulletins and numerous others.

The Commission, which maintains an extensive tariff library, meets three times annually and is governed by a board of directors of whom ten are appointed by the four governments and 10 by the Atlantic Provinces' Chamber of Commerce. This province is represented on the board by the following directors:

Kenneth A. MacKenzie,  
Government

David A. Scales,  
Government

George Key,  
Atlantic Provinces' Chamber of Commerce

Gordon Ching,  
Atlantic Provinces' Chamber of Commerce

The budget of the Commission for the 1989/90 fiscal year was \$683,050 of which this Province's share was \$45,536 or one-fifteenth.

#### **BUS TRANSPORT**

Three carriers provided scheduled bus service for passengers and parcel express during the year.

Island Transit operated a year round, 5-day per week service along the Charlottetown-Summerside-Tignish route, and daily service between Charlottetown and Souris and Charlottetown and New Glasgow, Nova Scotia for connections with Acadian Lines from late May to mid-October. Traffic on the two intra provincial routes has declined in recent years.

SMT Limited operated a daily to twice daily service between Charlottetown and Moncton to connect with mainland bus services.

Pursuant to an Order from the Canadian Transport Commission, issued when rail passenger service to this province was discontinued, Via Rail operated a twice daily bus service between Charlottetown and Moncton for connections with mainland transcontinental passenger trains. This service was terminated by Via on January 15th as part of the rail passenger cutbacks announced in the fall of 1989 and Via Rail withdrew completely from Prince Edward Island at that time.

SMT Limited subsequently revised its schedule to offer a twice daily service between Charlottetown and Amherst which provided connections similar to those of the Via service.

Charter service is available in the province from SMT Limited and Trius Tours.

#### **FEDERAL/PROVINCIAL COMMITTEE ON ATLANTIC REGION TRANSPORTATION**

The Minister of Transport appointed a committee in 1969 to examine subsidy programs and make recommendations respecting the most effective use of funds expended on these programs. The mandate of the Committee was later expanded and it became the principal vehicle for federal/provincial consultation on transportation policy at the officials' level. Its members are the senior transportation policy officials from the Atlantic provinces and Quebec, together with representatives of Transport Canada, and it meets several times yearly as required to deal with a wide range of transportation policy issues.

#### **FEDERAL/PROVINCIAL COMMITTEE ON TRANSPORTATION STATISTICS**

In 1978, Statistics Canada established a federal/provincial committee to monitor its transportation statistics programs and to recommend the development of new programs to respond to the needs of provincial governments. Each province and territory has dual representation on the Committee through an official responsible for transportation policy, together with one responsible for statistics. Transport Canada and the National Transportation Agency are also represented. The Committee meets on an "as required" basis to deal with reports and recommendations of various working groups formed from its membership.

#### **FEDERAL COST RECOVERY**

In May 1987, Transport Canada circulated a discussion paper containing proposed principles and guidelines respecting user charges aimed at achieving a greater degree of cost recovery on transportation facilities and services provided for the air and marine modes by that Department. Provincial government, carriers and industry and user groups were requested to respond to the discussion paper. This Department, as well as numerous other interested parties across the nation, took the position that meaningful comment on this document could not be made because it did not identify cost recovery targets and did not contain specific user charges. This met with the response that details would be discussed in a second round of consultation scheduled for the Fall of 1987. This consultation did not take place but we have been informed that a cost recovery proposal is nearing completion and will be released by Transport Canada during the coming summer with the assurance that provincial governments and other parties will have ample opportunity for consultation on the contents before any proposed measures are implemented. There is reason to believe that some of the proposed user fees, particularly those which apply to the marine mode, could be harmful to the economy of Prince Edward Island. Future developments in this area will be monitored closely.

## **FERRY SERVICES**

### **Borden/Cape Tormentine**

The diversion of freight traffic from rail to highway due to rail abandonment and other causes has resulted in a drastic increase in heavy truck movements, creating a demand for ferry accommodation on the Borden/Cape Tormentine service which continually exceeds existing vessel capacity. While this problem manifests itself at various times throughout the year, it becomes particularly acute during the winter months when the Wood Islands/Caribou service is not operating and only the two ice breaking ferries are in service between Borden and Cape Tormentine. Trucks are frequently subjected to extended delays at both terminals at certain times of the day. A new large ferry for this service with at least the truck capacity of the M.V. Abegweit is badly needed but there has been no indication from Marine Atlantic or Transport Canada that plans are underway for a new vessel. Furthermore, a proposed modification of the M.V. John Hamilton Gray to substantially increase truck capacity is reported to have been deferred, pending a decision on the proposed Northumberland Strait fixed crossing. Automobile traffic on this service moves freely most of the time, although delays are experienced during weekly peaks throughout the year and frequently during the summer traffic peak periods.

Effective January 8th, 1990 Marine Atlantic imposed fare increases for the Borden/Cape Tormentine service of 10% for passengers, 7.4% for automobiles, and an average of 11% for trucks. Representations opposing these increases were made to the Honourable Benoit Bouchard, Minister of Transport, and Terry Ivany, President of Marine Atlantic, but proved to be of no avail.

The federal subsidy paid to Marine Atlantic to cover the 1989 operating deficit in the Borden/Cape Tormentine service was \$26,969,000.

### **Wood Islands/Caribou**

During its 1989 operating season, which extended from April 24th to December 6th, Northumberland Ferries Limited provided service between Wood Islands and Caribou on a schedule which varied from eight return crossings a day in December to nineteen in July and August. The 1989 schedule was expanded to provide more crossings in the spring and fall.

A regular feature of this annual report over the years has been a pointed reference to the inadequate capacity of the Wood Islands service. For over a decade, the operator has been striving to provide a satisfactory service with vessels that are too small for the traffic demand and, recently, too old to be reliable. The M.V. Lord Selkirk, for example, will commence its 33rd year of operation when the service resumes this year. Despite an announcement in May 1988 by the Honourable Benoit Bouchard, Minister of Transport, that two new 150-car capacity ferries would be constructed, action to bring this about has been repeatedly deferred and little in the way of actual progress has been achieved. We can, therefore, look forward to at least two more years of complaints from disgruntled truckers and tourists who have experienced long delays at the terminals at Wood Islands and Caribou.

Pursuant to a directive from Transport Canada to revise tariffs to produce a 6% increase in revenue, Northumberland Ferries Limited implemented fare increases of 6.1% for passengers, 6.1% for automobiles, and an average of 10.9% for trucks, effective May 1st, 1989. Each annual ferry rate increase widens the gap between the rates for the Borden/Cape Tormentine service and those for the Wood Islands service.

The federal subsidy paid in respect of the operation of the Wood Islands service for the 1989 season was \$6,526,000.

#### **Souris/Magdalen Islands**

Ferry service for passengers and highway vehicles was provided between Souris and Grindstone, Magdalen Islands from April 1st to January 31st by CTMA (Cooperative de Transport Maritime et Aerien) on a six day per week schedule with additional crossings being operated between mid-June and mid-September. The operator continued to rely on the M.V. Lucy Maud Montgomery with a capacity of 90 cars to provide this service. The service suffers from lack of adequate capacity during the peak periods but efforts to obtain a larger vessel capable of handling the traffic demand have, so far, not borne fruit.

CTMA revised its tariff to generate ferry increases of 3.3% for passengers, 3.8% for automobiles, and approximately 9.3 % for trucks.

The 1989 federal subsidy for this service was \$2,112,000.

#### **FIXED CROSSING**

Progress on the proposed Northumberland Strait Crossing project ground to a halt in January 1989 with the appointment of an environmental assessment panel to determine the environmental implications of the project. As a result, the three consortia which had been invited to submit proposals for the construction of a bridge, Borden Bridge Company Limited, P.E.I. Bridge Company Limited, and Strait Crossing Inc., were forced to defer further work related to the project pending completion of the environmental assessment panel's review. The panel met in Summerside on June 19th and in Charlottetown on June 20th and 21st. Following an evaluation of the submissions received during the hearings, the panel decided that it required more information relative to social and economic issues, the impact of the crossing on the fishery and other matters. Early in 1990, the panel called for additional public hearings which were held at Belfast, Montague, Borden, Elmsdale, Summerside and Charlottetown between March 19th and 30th. The panel expects to be able to present its report in late June or early July of the current year.

In January 1990, the Atlantic Provinces Transportation Commission updated its "Analysis of the Potential Cost Savings to Private and Commercial Carriers with a Fixed Crossing". The revised analysis indicated that the minimum total annual savings to the trucking industry of replacing the existing Borden/Cape Tormentine ferry service with a fixed crossing would be \$6,906,240 and the maximum would be \$9,231,210.

#### **FREIGHT AUDIT SERVICE**

In 1976, the governments of the three Maritime provinces agreed to establish and partially fund an agency in Moncton to audit the freight bills of shippers and receivers in the Maritime provinces as a means of reducing transportation costs in the region. The Agency identifies over-charges in freight bills and claims refunds from the carriers responsible which are shared with the clients involved. Since 1979, the Agency has been integrated with the Atlantic Provinces Transportation Commission to reduce administrative costs. The original post-audit operation has been expanded to include pre-audit services and efficiency of the Agency has been improved by conversion to a computerized operation, the equipment for which was purchased with the assistance of a grant from the Atlantic Provinces Opportunities Agency.

During the period covered by this report, the Agency audited 198,047 freight bills and was successful in obtaining refunds totaling \$115,994. The Freight Audit Service income for the year included client revenue of \$60,150 and provincial government grants of \$43,813 of which this Province's share was \$3,655 or one twelfth.

### **FREIGHT SUBSIDIES**

The freight subsidies programs provided under the Maritime Freight Rates Act and the Atlantic Region Freight Assistance Act, some of which have existed since 1927, continue to assist Atlantic region shippers to compete in Canadian markets which would otherwise be inaccessible. The administration of these programs is carried out by the regional office of the National Transportation Agency of Canada located in Moncton.

In 1989 subsidy payments on rail shipments out of the region under the Maritime Freight Rates Act totaled \$14.2 million, while payments under the Atlantic Region Freight Assistance Act in respect of goods moving by rail, highway and water transport, within and out of the region, were \$85.5 million, giving a total for all of the programs provided under these two Acts of \$99.7 million.

### **GOODS AND SERVICES TAX**

The release of the technical paper on the proposed goods and services tax in August 1989 prompted considerable concern in the transportation industry and the shipping community over the implications of the application of the proposed tax to transportation services. Fear that a transportation tax would place the Atlantic region at a disadvantage with central Canadian provinces has been largely allayed because of the tax credit provisions of the proposed tax system and the fact that the tax on the final selling price of goods in the market area will be the same regardless of the amount of the transportation tax. However, such issues as the cost of the administrative burden of collecting and remitting the tax, the impact on cash flow, and tax cascading, i.e., applying tax on existing federal taxes such as the Excise Tax on motive fuels and the Air Transportation Tax, continue to be a concern for carriers and their customers. Bill C-66, which is the legislation required to implement the proposed GST, was introduced in the House of Commons in January 1989 and was at committee stage at year end.

### **MARITIME PROVINCES TRANSPORTATION COMMITTEE**

The Maritime Provinces Transportation Committee was established by the Council of Maritime Premiers in 1973 to develop an integrated approach to transportation policy and regulation within the Maritime provinces. It is a permanent committee of the Council and its members are the directors of transportation policy in the three provinces. The Committee met several times during the year to deal with various matters including federal sales tax reform, the drafting of an updated regional transportation policy, rail rationalization, air fares, the freight subsidy programs and grain subsidies.

### **MONITORING FEDERAL TRANSPORTATION LEGISLATION**

Sections 266 and 267 of the National Transportation Act provide for a comprehensive review in 1992, and annual reviews prior to that time, of the effects of this Act, as well as the Motor Vehicle Transport Act 1987, the Railway Act as Amended, and the Shipping Conference Exemption Act, on the transportation system.

The National Transportation Agency of Canada is charged with the responsibility of monitoring changes in tariffs, services, performance, employment, revenues and financial viability related to the operation of the various transportation services. In carrying out its mandate, the Agency consults with provincial governments, carriers and shippers, carries out an extensive survey program and contracts with organizations such as the Atlantic Provinces Transportation Commission for some of the monitoring tasks. The National Transportation Agency produced a 160 page report containing the results of its second annual review. The report covers all aspects of the various transportation modes under federal jurisdiction. It is too extensive to summarize here.

## PORTS

The following is a list of improvements to and expenditures on the province's four commercial ports carried out by the Harbors and Ports Branch of the Canadian Coast Guard during the 1989/90 fiscal year:

### Charlottetown Marine Terminal

|                                     |               |
|-------------------------------------|---------------|
| Total Operation & Maintenance ..... | \$ 124,971.83 |
|-------------------------------------|---------------|

### Souris

|                                         |                     |
|-----------------------------------------|---------------------|
| Marginal Wharf Construction ("A") ..... | \$ 205,000.00       |
| Breakwater Wharf Expansion ("B") .....  | 2,779,000.00        |
| Boat Harbor Wharf Reconstruction .....  | 2,312,000.00        |
| Boat Harbor Dredging .....              | 110,254.00          |
| Ferry Terminal Temporary Berthage ..... | 24,300.00           |
| Total Capital .....                     | <u>5,430,554.00</u> |
| Total Operation and Maintenance .....   | \$ 247,621.06       |

### Georgetown Marine Terminal

|                                       |              |
|---------------------------------------|--------------|
| Total Operation and Maintenance ..... | \$ 60,567.89 |
|---------------------------------------|--------------|

### Port of Summerside

|                                       |              |
|---------------------------------------|--------------|
| Total Operation and Maintenance ..... | \$ 67,959.00 |
|---------------------------------------|--------------|

### P.E.I. TOTALS

|                               |                   |
|-------------------------------|-------------------|
| Capital .....                 | \$5,430,554.00    |
| Operation & Maintenance ..... | <u>501,119.78</u> |
| Total .....                   | \$5,931,673.78    |

Input into the development and operation of ports in the Maritimes region is provided through a mechanism known as the Maritimes Regional Advisory Council which was established by the Minister of Transport pursuant to Section 3.12 of the Canada Ports Corporation Act. The members are appointed by the Minister of Transport and are representatives of the federal and provincial governments, port authorities, and business and industry involved with marine transport. Government and port representatives are permanent members, while others are appointed for two-year terms. The Council reports annually to the Minister and makes recommendations at other times as the need dictates.

Some of the matters dealt with in 1989 were development plans for ports and public harbors, coasting trade regulations, container dimensions, various studies, dangerous cargoes, labour relations, federal sales tax reform, policy respecting tanker movements and other environmental concerns.

The Department is represented on the Council by K.A. MacKenzie. Other Prince Edward Island representatives are Lowell Johnson and Donald N. MacKenzie.

## RAIL TRANSPORT

The National Transportation Agency of Canada held public hearings in Charlottetown on April 24th, 25th and 26th and in Summerside on April 27th to consider the applications of Canadian National Railways to abandon all remaining lines in Prince Edward Island together with one in New Brunswick. The first six were lines previously considered and ordered kept in service by the Canadian Transport Commission, while the last three were included in a new application filed on October 13, 1988.

The following are the lines considered by the Agency:

|                                                                   | Miles  |
|-------------------------------------------------------------------|--------|
| Souris Subdivision (Royalty Junction-Souris) . . . . .            | 55.02  |
| Elmira Spur (Harmony Junction-Baltic) . . . . .                   | 5.00   |
| Montague Subdivision (Mt. Stewart-Montague) . . . . .             | 25.61  |
| Murray Harbor Subdivision (Maple Hill-Uigg) . . . . .             | 17.77  |
| Mt. Herbert Spur (Lake Verde-Mt. Albion) . . . . .                | 4.06   |
| Kensington Subdivision (Linkletter-Tignish) . . . . .             | 65.16  |
| Kensington Subdivision (Emerald Junction-Linkletter) . . . . .    | 19.45  |
| Borden Subdivision (Charlottetown-Borden) . . . . .               | 42.40  |
| Total miles in Prince Edward Island. . . . .                      | 235.01 |
| Cape Tormentine Subdivision (Sackville-Cape Tormentine) . . . . . | 35.39  |

The Province presented a strong case for the retention of rail service using several expert witnesses to support its arguments. In addition to this Province and the Province of New Brunswick, fifteen interveners opposed the applications at the hearings.

On July 12, 1989 the Agency handed down a decision that the lines were uneconomic pursuant to Section 164 of the National Transportation Act 1987 and issued Order Number 1989-R-180 requiring Canadian National to abandon the first six of the above lines in thirty days and the last three by December 31, 1989.

An application for Leave to Appeal the Decision and Order of the Agency was filed by the Province with the Federal Court of Appeal on August 7, 1989. The grounds for appeal were that the elimination of rail service would contravene the Terms of Union respecting Prince Edward Island's entry into Confederation and that the lines could not be found to be uneconomic within the meaning of the National Transportation Act because Canadian National had not provided adequate service over those lines. The Federal Court sat in Charlottetown on March 22nd and after hearing arguments from the Province and Canadian National Railways, granted Leave to Appeal and set the date for a hearing in Charlottetown at May 2, 1990.

## **RAIL PASSENGER TRANSPORT**

On October 5, 1989 the Federal Minister of Transport announced that Via Rail Canada Inc. would eliminate eighteen of its thirty-eight rail passenger routes in Canada effective January 15, 1990. Included in the cuts were Halifax to Sydney, Moncton and Saint John; Moncton to Campbellton and Edmundston, as well as the Canadian, the transcontinental service between Montreal and Vancouver. In addition, the bus service between Charlottetown and Moncton which connected with mainland passenger trains was discontinued. The cuts will result in the elimination of 38% of the Corporation's work force and marked the end of Via Rail's presence in Prince Edward Island, despite a 1969 Order of the Canadian Transport Commission requiring a bus service to be maintained to replace the passenger train between Charlottetown and Sackville which was discontinued that year.

At this point, it is not known whether Islanders will continue to have access to mainland passenger trains into the future by a public transportation service, although SMT Limited is currently providing a bus service for this purpose. There is apparently no mechanism to guarantee that this or any other service will continue.

## **ROYAL COMMISSION ON NATIONAL PASSENGER TRANSPORTATION**

On October 4, 1989, the Prime Minister announced the appointment of the Royal Commission on National Passenger Transportation "to inquire into and report upon a national integrated inter-city passenger transportation system to meet the needs of Canada and Canadians in the 21st century and to ensure that transportation links among Canada's regions and communities are maintained and improved."

The Commission's examination will embrace every aspect of passenger transportation in Canada and will include wide consultation and extensive research.

The Commission was established under Part I of the Inquiries Act and is chaired by Louis D. Hyndman. In carrying out its mandate, it will hold public hearings across the country and will present an interim report in 1991, to be followed by a final report in 1992.

The appointment of the Commission has been received with some cynicism because it follows closely on the heels of the announcement by the Minister of Transport of drastic cuts in the rail passenger services operated by Via Rail Canada.

## **TRUCK TRANSPORT**

Canada's \$24 billion, largely deregulated, motor carrier industry has fallen upon difficult times. Regulatory reform and freer trade with the United States have combined to produce a fiercely competitive trucking industry and most highway carriers are beginning to feel the resulting economic pinch. Truckers in central Canada are becoming increasingly vulnerable to competition from American carriers, which enjoy a considerable cost advantage, and owner/operators throughout the nation are finding it particularly difficult to survive in the financial jungle in which they find themselves. The main result of this situation, apart from the impact on carriers, has been a short term benefit in the form of lower rates for shippers and receivers. However, as the trucking industry shakes itself out and becomes less volatile, it seems reasonable to expect that rates will eventually rise to more compensatory levels.

The long sought objective of national uniformity in the regulation of the trucking industry, has, thus far, proved to be elusive. Regulatory authorities in the various jurisdictions interpret federal legislation in different ways and provincial/territorial governments have failed

to achieve uniformity in legislation and regulations. This is a source of frustration as well as an extra cost to both truckers and their customers and a concerted effort by all governments and regulatory boards is warranted to eliminate regulatory inconsistencies in the interests of improving efficiency in a transportation mode which now carries more tons of freight than the rail system.

As is the case across Canada, the number of firms authorized to operate a "for hire" trucking service in this province has continued to increase since the implementation of regulatory reforms prescribed by the Motor Vehicle Transport Act 1987. At this date, there are 540 carriers licensed by the Public Utilities Commission to operate in Prince Edward Island, an increase of 12.5% over the previous year.

## COMMUNICATIONS

A major development in communications policy occurred on August 14th when the Supreme Court of Canada, after years of litigation, ruled that Alberta Government Telephones, a provincial Crown Corporation, falls within federal jurisdiction because it provides inter-provincial telephone service. Ironically, the decision does not affect the regulation of Alberta Government Telephones or the telephone utilities in Manitoba or Saskatchewan which, because they are Crown Corporations, are exempt from the relevant provisions of the Railway Act. However, the decision does affect the utilities in the Atlantic Provinces which do not enjoy Crown immunity. Consequently, the Public Utilities Commission has informed the Island Telephone Company Limited that it no longer has jurisdiction over telephone utilities in Prince Edward Island and, that in future, the Canadian Radio-television and Telecommunications Commission will be the regulating authority for telephone in this province. This, of course, applies to any other carrier providing telecommunications services in the province as well.

It is the declared intention of the Federal Minister of Communications to introduce legislation in the House of Commons which will establish a national telecommunications policy and assurance has been given to the provinces that they will have input to the development of this policy. Communications officials from federal, provincial and territorial governments have been meeting to try to arrive at a framework for a national communications policy which is mutually acceptable.

The Atlantic Provinces Consultative Committee on Communications was established in 1972 to provide a forum for the development of regional positions on communications issues and to afford an effective liaison between the federal and Atlantic provincial governments respecting all communications matters. It is chaired by the Coordinator of Telecommunications Policy of the Council of Maritime Premiers and it comprises representatives of the four Atlantic governments, the Federal Department of Communications and the Canadian Radio-television and Telecommunications Commission. The Committee met several times during the year and dealt with such matters as national telecommunications policy, federal bias toward the introduction of competition in the telecommunications industry, new federal broadcasting and telecommunications legislation, cable policy and regulation and regional initiatives related to communications.

Rapid advances in telecommunications technology will dictate the need for a wide range of equipment manufacture. This type of industrial activity is well suited to Prince Edward Island circumstances and a concerted effort should be made to attract manufacturers to the province.

## GENERAL

The contents of this report present a rather discouraging picture of transportation in Prince Edward Island. They reflect little progress and a substantial degree of retrogression in the development of an adequate transportation system for the Province. One of the two national air carriers, Canadian Airlines, has deserted Prince Edward Island, Air Canada's non-stop jet service from Ottawa to Charlottetown has been discontinued, forcing Ottawa passengers to change planes in Halifax, and Inter-Canadian has eliminated its Charlottetown-Montreal jet service and no longer operates in this province. Via Rail has eliminated its bus service connecting with mainland passenger trains and vacated the province. The complete abandonment of the Island's rail system appears imminent and the federal government has failed to provide guarantees of funding to protect shippers and receivers against higher transportation costs and compensate the Province for the additional expenditures required to upgrade and maintain the highway system. The ferry capacity problem persists and grows worse with no relief in sight, while the proposed fixed crossing is stalled indefinitely. Furthermore, federal cost recovery measures may well be implemented which would seriously restrict the ability of shippers to take advantage of the economy of water transport.

Under existing federal legislation, the Province has no effective means of combating this erosion of transportation services. However, as the final decade of the twentieth century unfolds, renewed effort must be directed toward identifying and taking advantage of opportunities to improve transportation and move closer to the goal of an adequate and affordable transportation system for the movement of passengers and freight.

The ability of the Transportation Division to respond effectively to new and difficult challenges in the complex field of transportation and communications is seriously impaired by the current lack of sufficient staff.

## TRANSPORTATION STATISTICS

The following are the transportation statistics for the province for the 1989 calendar year:

### AIR

|                     | 1989    |          |           | 1988    |          |           |
|---------------------|---------|----------|-----------|---------|----------|-----------|
|                     | To PEI  | From PEI | Total     | To PEI  | From PEI | Total     |
| Passengers .....    | 104,985 | 107,507  | 212,492   | 104,137 | 106,529  | 210,666   |
| Freight (Lbs) ..... |         |          | 3,915,657 |         |          | 3,203,100 |
| Mail (Lbs) .....    | 172,459 | 4,642    | 173,101   | 412,370 | 145,063  | 557,433   |

### BUS

| Island Transit                           | Passengers Carried |        |          |
|------------------------------------------|--------------------|--------|----------|
|                                          | 1989               | 1988   | Change   |
| Ch'town/Tignish (year round) .....       | 6,819              | 7,600  | - 10.28% |
| Ch'town/Souris (May 29-Oct 9) .....      | 828                | 867    | - 4.50%  |
| Ch'town/New Glasgow (May 29-Oct 9) ..... | 3,003              | 3,570  | - 15.88% |
| Totals .....                             | 10,650             | 12,037 | - 13.87% |
| <b>Via Rail:</b>                         |                    |        |          |
| From PEI to Moncton .....                | 16,261             | 12,732 | + 27.72% |
| From Moncton to PEI .....                | 16,566             | 13,093 | + 26.53% |

## **FERRY**

### **Borden-Cape Tormentine Ferry Service**

The following are the 1989 traffic statistics for Marine Atlantic Prince Edward Island-New Brunswick service, with 1988 comparisons:

|                         | 1989      | 1988      | Change   |
|-------------------------|-----------|-----------|----------|
| Autos .....             | 578,854   | 549,650   | + 5.31%  |
| Trailers, Campers ..... | 32,314    | 31,985    | + 1.03%  |
| Trucks .....            | 88,149    | 93,768    | - 5.99%  |
| Tractor Trailers .....  | 128,141   | 114,030   | + 1.23%  |
| Buses .....             | 4,887     | 5,050     | - 3.23%  |
| Rail Cars .....         | 701       | 1,001     | - 29.97% |
| Passengers .....        | 1,847,317 | 1,777,292 | + 3.94%  |

### **Wood Islands-Caribou Service**

The following are the 1989 traffic statistics for the Prince Edward Island-Nova Scotia service operated by Northumberland Ferries Ltd. with 1988 comparisons:

|                           | 1989    | 1988    | Change  |
|---------------------------|---------|---------|---------|
| Autos .....               | 163,253 | 162,969 | + 0.16% |
| Recreation Vehicles ..... | 13,808  | 14,638  | - 5.67% |
| Commercial Vehicles ..... | 21,228  | 22,376  | - 5.13% |
| Trucks .....              | 17,846  | 17,771  | + 0.42% |
| Buses .....               | 1,432   | 1,484   | - 3.50% |
| Passengers .....          | 548,563 | 551,555 | - 0.54% |

Note: In 1988 the service operated from April 26th to December 12th and in 1989 from April 24th to December 6th.

### **Souris-Grindstone Service**

The following are the 1989 traffic statistics for the Prince Edward Island-Magdalen Islands service operated by CTMA with 1988 comparisons:

|                                       | 1989   | 1988   | Change   |
|---------------------------------------|--------|--------|----------|
| Autos .....                           | 16,401 | 14,766 | + 10.92% |
| Motorhomes, Vans/Buses, Trucks* ..... | 5,832  | 5,605  | + 4.05%  |
| Motorcycles, Bicycles .....           | 1,593  | 1,426  | + 11.71% |
| Heavy Machinery .....                 | 21     | 19     | + 10.53% |
| Passengers .....                      | 59,712 | 53,730 | + 11.13% |

\* The number of auto trailers is included under the heading 'Motorhomes, Vans/Buses, Trucks'.

## **RAIL**

### **Freight in Carloads**

The following are the 1989 statistics for interprovincial rail freight in carloads with 1988 comparisons:

|              | To PEI   | From PEI | Total    |
|--------------|----------|----------|----------|
| 1989 .....   | 205      | 114      | 319      |
| 1988 .....   | 427      | 81       | 508      |
| Change ..... | - 51.99% | + 40.74% | - 37.20% |

### Freight in Tons

The following are the 1989 statistics for interprovincial freight in tons with 1988 comparisons:

|              | To PEI   | From PEI | Total    |
|--------------|----------|----------|----------|
| 1989 .....   | 17,440   | 8,159    | 25,599   |
| 1988 .....   | 30,494   | 5,892    | 36,386   |
| Change ..... | - 42.81% | + 34.48% | - 29.65% |

### WATER

#### Tonnes

The following are the statistics for 1989 waterborne freight for the four principal ports, with 1988 comparisons:

|                        | 1989     |          | 1988     |          |
|------------------------|----------|----------|----------|----------|
|                        | Loaded   | Unloaded | Loaded   | Unloaded |
| Charlottetown .....    | 8,253    | 531,698  | 3,845    | 445,941  |
| Georgetown .....       | -        | -        | 4,200    | -        |
| Souris .....           | 9,229    | 24,896   | 6,351    | 37,884   |
| Summerside .....       | 35,071   | 105,574  | 52,743   | 71,331   |
| PEI - Other .....      | -        | 54,525   | -        | 93,528   |
| Total .....            | 52,553   | 716,693  | 67,139   | 648,424  |
| Change from 1988 ..... | - 21.73% |          | + 10.53% |          |

#### Vessels

|                        | Arrivals |      | Departures |      | Totals |       |
|------------------------|----------|------|------------|------|--------|-------|
|                        | 1989     | 1988 | 1989       | 1988 | 1989   | 1988  |
| Charlottetown .....    | 362      | 311  | 360        | 311  | 722    | 622   |
| Georgetown .....       | 1        | 2    | -          | 2    | 1      | 4     |
| Souris .....           | 32       | 46   | 31         | 46   | 63     | 92    |
| Summerside .....       | 59       | 102  | 66         | 100  | 125    | 202   |
| PEI - Other .....      | 60       | 87   | 60         | 87   | 120    | 174   |
| Totals .....           | 514      | 548  | 517        | 546  | 1,031  | 1,094 |
| Change from 1988 ..... | - 6.2%   |      | - 5.3%     |      | - 5.7% |       |

## HIGHWAY MAINTENANCE DIVISION

### SUMMER MAINTENANCE

Hot mix asphalt for patching crews was available from the last week in May to the first week in November. A total of 47,666 tonnes were used by the Branch in repairing the Province's paved road network. Hand patching crews spread 25,742.28 tonnes. To repair potholes and other distressed areas, grader crews spread and rolled 8,265.94 tonnes over some large distressed areas where the pavement was severely wheel rutted, deformed or cracked, our spreader crew resurfaced 16.59 km of badly distressed pavement with 7,058.75 tonnes of asphalt. Deep patching crews jackhammered out some severely damaged sections and repaired them with 6,595.09 tonnes.

The following is the tonnage of asphalt acquired from each firm:

|                                 |                  |
|---------------------------------|------------------|
| Gaudettes Transit Mix           | 1,364.53         |
| H.I. Construction               | 4,648.72         |
| Curran & Briggs (St. Eleanors)  | 7,865.39         |
| Curran & Briggs (Lady Fane)     | 322.19           |
| Island Construction             | 12,615.25        |
| Matheson & MacMillan            | 8,144.73         |
| Chapman Bros. (Dingwells Mills) | 8,385.58         |
| Dennis Construction (Springton) | 4,319.61         |
| <b>TOTAL</b>                    | <b>47,666.00</b> |

### WORK DONE UNDER CONSTRUCTION BUDGET

Prince County - 1.54 km pulverized, repaired with 2,363.00 tonne/asphalt  
 Queens County - 4.38 km resurfaced with 1,893.56 tonne/asphalt  
 Kings County - 1.17 km pulverized, repaired with 1,413.00 tonne/asphalt

### RESURFACING:

The following roads were pulverized in place and resurfaced with 4" lift of asphalt:

| Prince County            | District   | Asphalt |
|--------------------------|------------|---------|
| Line Road (Rte 14)       | 2nd Prince | 0.70 km |
| Harmony Line Road        | 3rd Prince | 0.30 km |
| Allen Road               | 3rd Prince | 0.20 km |
| St. Chrysostome (Rte 11) | 3rd Prince | 0.12 km |
| Stavert Shore Road       | 4th Prince | 0.22 km |
| Queens County            | District   | Asphalt |
| Milton                   | 2nd Queens | 0.37 km |
| Bungay Road              | 2nd Queens | 0.40 km |
| Melody Lane              | 3rd Queens | 0.37 km |
| Brackley Pt. Road        | 3rd Queens | 0.10 km |
| Grant Street             | 3rd Queens | 0.10 km |
| Monaghan Road            | 3rd Queens | 0.60 km |
| Driscoll Road            | 3rd Queens | 0.34 km |
| East River Drive         | 3rd Queens | 0.24 km |
| Bethal Road              | 3rd Queens | 0.10 km |

| <b>Kings County</b>   | <b>District</b> | <b>Asphalt</b> |
|-----------------------|-----------------|----------------|
| Priest Pond .....     | 1st Kings       | 0.60 km        |
| Seven Mile Road ..... | 3rd Kings       | 0.19 km        |
| Albany Cross .....    | 3rd Kings       | 0.35 km        |

The following roads were resurfaced with 1 1/2" lift of asphalt using a spreader:

| <b>Queens County</b>      | <b>District</b> | <b>Asphalt</b> |
|---------------------------|-----------------|----------------|
| Cymbria Road .....        | 2nd Queens      | 1.00 km        |
| Cumberland Road .....     | 2nd Queens      | 0.50 km        |
| Bannockburn Road .....    | 2nd Queens      | 1.50 km        |
| Elliot Park Sub-Div. .... | 2nd Queens      | 0.50 km        |
| Colville Road .....       | 2nd Queens      | 0.58 km        |
| Clifton Road .....        | 1st Queens      | 0.20 km        |
| Total .....               |                 | 4.48 km        |

| <b>Kings County</b>       | <b>District</b> | <b>Asphalt</b> |
|---------------------------|-----------------|----------------|
| Priest Pond .....         | 1st Kings       | 0.94 km        |
| MacKinnon Road .....      | 1st Kings       | 0.31 km        |
| Rte 16 East Pt.Rd. ....   | 1st Kings       | 0.08 km        |
| Souris Line Road .....    | 1st Kings       | 0.33 km        |
| Rte 16 Goose River .....  | 2nd Kings       | 1.13 km        |
| Rte 309 Selkirk Rd. ....  | 2nd Kings       | 1.09 km        |
| Rte 4 Brudenell .....     | 3rd Kings       | 0.40 km        |
| Rte 22 Union Road .....   | 3rd Kings       | 1.68 km        |
| Rte 315 Kilmuir .....     | 4th Kings       | 1.43 km        |
| Rte 317 Brooklyn .....    | 4th Kings       | 0.15 km        |
| Rte 324 Peters Rd. ....   | 4th Kings       | 0.63 km        |
| Rte 309 Selkirk Rd. ....  | 5th Kings       | 0.85 km        |
| Rte 324 Peters Road. .... | 5th Kings       | 0.32 km        |
| Rte 324 Peters Road ..... | 5th Kings       | 0.59 km        |
| TOTAL .....               |                 | 9.93 km        |

#### CRACKFILLING REPORT

This is a process whereby a hot rubberized compound is used to fill random cracks in the paved highway surface to prevent water from entering into substructure.

During this 1989 season, the Department routed and sealed 85,829 meters of cracks. A total of 96.0 barrels, or approximately 40,165.92 kilograms of sealant, was used in carrying out this activity.

By county the breakdown was as follows:

|                     |              |
|---------------------|--------------|
| Prince County ..... | 3,918        |
| Queens County ..... | 57,198       |
| Kings County .....  | 24,713       |
| TOTAL .....         | 85,829       |
| TOTAL COST .....    | \$130,027.15 |

## SEEDING REPORT

The seeding program started June 6 and ended October 28, 1989. During this time the seeding crew used 210.48 tonnes lime, 38.20 tonnes fertilizer, 380 bags seed and 1432 bags mulch for roadside seeding. Also, in co-operation with the Department of Community and Cultural Affairs, we seeded the following sites: Mooney Pond, Egolf Pond Heatherdale, Indian Bridge. We also seeded some for Parks in Brookvale Ski Park.

The seeding operation is a very necessary part of the maintenance program as it helps to eliminate soil erosion from ditches, snowtraps, steep slopes and prevents siltation of rivers, streams, ponds, and also adds immensely to the appearance of our highways.

The equipment used in the seeding program was all Government owned and operated and consisted of: Hydro seeder, grader with scarifiers, one water truck, two farm tractors - one with harrows and one with a roller, one supply truck to carry seed, fertilizer, lime and mulch.

The crew consists of a foreman and six labourer. The seeding crew was also used extensively for cutting grass, weeds, etc., around guardrails in various areas of the Province when conditions would not allow seeding or when waiting for roads to be made ready for seeding.

## BUSH CUTTING

During the season we had five mechanical bush cutters, government owned and operated, working extensively cutting bushes along our highway. In Prince County they cut 2900 pass kms; in Queens County 3257 pass km and Kings County 2336 pass kms. Also the Department hired a bush crew for each district consisting of a foreman, two labourers and a 3-ton truck to follow the mechanical bush cutters to pick up debris and trim where the cutter could not reach. This proves to be successful as it eliminates scattered bushes in ditches and improved the appearance of our highways.

The following is the number of kilometers of bush cutting done using mechanical bush cutters by district per county:

|                    |              |                  |              |                   |              |
|--------------------|--------------|------------------|--------------|-------------------|--------------|
| 1st Prince . . . . | 770 pass km  | 1st Queens . . . | 495 pass km  | 1st Kings . . . . | 610 pass km  |
| 2nd Prince . . . . | 625 pass km  | 2nd Queens . . . | 720 pass km  | 2nd Kings . . . . | 535 pass km  |
| 3rd Prince . . . . | 825 pass km  | 3rd Queens . . . | 1049 pass km | 3rd Kings . . . . | 467 pass km  |
| 4th Prince . . . . | 680 pass km  | 4th Queens . . . | 873 pass km  | 4th Kings . . . . | 459 pass km  |
|                    |              | 5th Queens . . . | 120 pass km  | 5th Kings . . . . | 265 pass km  |
| Totals . . . . .   | 2900 pass km | Totals . . . . . | 3257 pass km | Totals . . . . .  | 2336 pass km |

## GRASS CUTTING

The Department hired 20 private grass cutters to maintain 1,814.6 km of roadside grass cutting. they were contracted to cut grass from mid-June until the end of September. The Department used seven (7) government owned farm tractors equipped with a rotary or flail cutters to maintain 1,565 km. of roadside grass cutting from June to September, 1989. In 3rd District of Queens, a 5-man crew of students were used to cut grass weeds around the guardrails in that district. This proved to be a very worthwhile project as it greatly enhanced the appearance of our highway.

## SHOULDER MATERIAL

During the past season shoulder material was used to upgrade and repair worn out sections of shoulders on the following roads:

|       |                                |         |
|-------|--------------------------------|---------|
| Rte 2 | East of Dingwell's Mills ..... | 1.10 km |
| Rte 4 | Seven Mile Road .....          | 1.30 km |
| Rte 4 | Commercial Road .....          | 0.40 km |
| Rte 2 | East & West of Morell .....    | 1.80 km |
|       | Totals .....                   | 4.6 kms |

## GUARDRAIL PROGRAM

This year the Department hired seven guardrail crews, two crews in Prince, two crews Queens and three crews in Kings. These crews were used to maintain worn out sections of guardrail on various sections of or highway system across the Province. Also, these crews were used to cut grass and weeds using Whipper Snippers and around guardrails and guideposts in each district.

## DUST CONTROL

### Flake Calcium Chloride:

Five truck loads of calcium was used on our unpaved road network to control dust: Prince County, 700 bags, Queens County 2100 bags, Kings County 700 bags.

### Liquid Calcium Chloride:

| Roads Under Maintenance    | District   | Kilometers | Litres  |
|----------------------------|------------|------------|---------|
| North Cape .....           | 1st Prince | 0.30       | 1,500   |
| Chaisson Road .....        | 1st Prince | 0.30       | 3,000   |
| Back Settlement Road ..... | 1st Prince | 1.00       | 11,500  |
| Maloney (Southwest) .....  | 1st Prince | 1.60       | 8,000   |
| O'Leary Legion Road .....  | 1st Prince | 0.40       | 4,000   |
| Oliver Road .....          | 1st Prince | 1.00       | 12,000  |
| Lock Road .....            | 2nd Prince | 1.00       | 8,000   |
| Tory Road .....            | 2nd Prince | 1.60       | 16,000  |
| Rennie Richards Road ..... | 3rd Prince | 0.30       | 4,000   |
| Higgins Road .....         | 3rd Prince | 1.50       | 4,000   |
| Old Town Road .....        | 1st Queens | 1.70       | 10,000  |
| Clyde Road .....           | 1st Queens | 0.70       | 4,000   |
| Trout River Road .....     | 1st Queens | 2.00       | 18,000  |
| Pisquid Road .....         | 3rd Queens | 1.60       | 32,000  |
| Hardy Mill Road .....      | 3rd Queens | 2.00       | 34,000  |
| Fox River Road .....       | 4th Kings  | 1.80       | 10,000  |
| Total .....                |            |            | 180,000 |

## ROAD MAINTENANCE

During the past year our Distict Motor Graders were used extensively to scrap and maintain our unpaved road network and to reshape and reditch some others. To aid in the later operation, loaders, and trucks (Department or Private) were used to haul away unsuitable material. Sandstone and/or gravel was placed for a new surface material and new culverts, driveway or crosspipes were installed as required.

On our paved road network, a number of drainage problems were corrected. Equipment used to carry out this work included Department or privately owned ditching machines and sometimes Department trucks but mainly privately owned trucks. Again, new culverts, driveway and cross pipes were installed as required.

District Maintenance crews equipped with one 3 ton truck and one backhoe were employed in repairing washouts, installing new culverts to accommodate building permits, replacing and resetting other drainage pipes or culverts and carrying out many other miscellaneous tasks.

Sandstone and/or gravel used to carry out the above tasks of surfacing, repairing washouts and material for drainage pipes was as follows:

|                     | Sandstone<br>(m') | gravel<br>(m') |
|---------------------|-------------------|----------------|
| Prince County ..... | 24,621            | 18,093         |
| Queens County ..... | 45,551            | 866.5          |
| Kings County .....  | 22,148            | 3,783          |

The amount of culvert installed was as follows:

|                     |              |
|---------------------|--------------|
| Prince County ..... | 4,668 meters |
| Queens County ..... | 9,234 meters |
| Kings County .....  | 3,623 meters |

The accompanying tables give the location and extent of work done in each county for the past year.

|                                         | Paved<br>Roads | Unpaved<br>Roads | Shoulders | Graded | Surfaced | Tap<br>Drains | Snow<br>Traps |
|-----------------------------------------|----------------|------------------|-----------|--------|----------|---------------|---------------|
| <b>FIRST PRINCE</b>                     |                |                  |           |        |          |               |               |
| Brendon Phillips<br>District Supervisor |                |                  |           |        |          |               |               |
| Murphy Ashley .....                     | 0.4            | 1.6              | -         | 1.6    | 1.6      | 50 m          | -             |
| Metherall .....                         | -              | 1.1              | -         | 1.1    | 1.1      | -             | -             |
| Centerline .....                        | -              | 1.0              | -         | 1.0    | 1.0      | -             | -             |
| Griffin .....                           | -              | 0.8              | -         | 0.8    | 0.8      | -             | -             |
| Southwest .....                         | -              | 0.8              | -         | 0.8    | 0.8      | -             | -             |
| Ascension .....                         | -              | 0.5              | -         | 0.5    | 0.5      | -             | -             |
| Haywood .....                           | -              | 0.4              | -         | 0.4    | 0.4      | -             | -             |
| Kenny's Shore .....                     | -              | 0.3              | -         | -      | 0.3      | -             | -             |
| Doyle .....                             | -              | 0.2              | -         | 0.2    | 0.2      | -             | -             |
| Old Western .....                       | -              | 0.2              | -         | 0.2    | 0.2      | -             | -             |
| Mansfield .....                         | -              | 0.2              | -         | 0.2    | 0.2      | -             | -             |
| Cascumpec .....                         | 0.6            | -                | -         | -      | -        | -             | -             |
| Farley .....                            | -              | -                | -         | -      | 0.8      | -             | -             |
| Broderick .....                         | -              | -                | -         | -      | 0.5      | -             | -             |
| Back Settlement .....                   | -              | -                | -         | -      | 0.7      | -             | -             |
| O'Leary Legion .....                    | -              | -                | -         | -      | 0.4      | -             | -             |
| Tignish-Profit's Crn .....              | -              | -                | 6.0       | -      | -        | -             | -             |
| Miscellaneous .....                     | 1.3            | 0.6              | -         | -      | -        | 190 m         | -             |
| Total .....                             | 2.3            | 7.7              | 6.0       | 6.8    | 9.5      | 240 m         | -             |

|                                         | Paved<br>Roads | Unpaved<br>Roads | Shoulders | Graded | Surfaced | Tap<br>Drains | Snow<br>Traps |
|-----------------------------------------|----------------|------------------|-----------|--------|----------|---------------|---------------|
| <b>SECOND PRINCE</b>                    |                |                  |           |        |          |               |               |
| George Frizzell<br>District Supervisor  |                |                  |           |        |          |               |               |
| Kennedy .....                           | -              | 1.3              | -         | -      | -        | -             | -             |
| Hart's Gravel .....                     | -              | 0.7              | -         | 1.3    | 1.3      | -             | -             |
| Bulger .....                            | -              | 0.9              | -         | 0.7    | 0.7      | -             | -             |
| Peat Bog .....                          | -              | 1.0              | -         | -      | 0.9      | -             | -             |
| Beaton .....                            | -              | -                | -         | -      | 1.4      | -             | -             |
| Shaw .....                              | -              | -                | -         | -      | 2.0      | -             | -             |
| Enmore .....                            | 0.7            | -                | -         | -      | 0.6      | -             | -             |
| Knutsford .....                         | 0.5            | -                | -         | -      | -        | -             | -             |
| Heron Road .....                        | -              | 0.5              | -         | -      | -        | 200 m         | -             |
| Hebron .....                            | 0.4            | -                | -         | -      | -        | -             | -             |
| Miscellaneous .....                     | 0.8            | 0.5              | -         | -      | -        | -             | -             |
| Total .....                             | 2.4            | 4.9              | -         | 2.0    | 0.4      | 500 m         | -             |
|                                         |                |                  |           |        | 7.3      | 700 m         | -             |
| <b>THIRD PRINCE</b>                     |                |                  |           |        |          |               |               |
| Keith Sudsbury<br>District Supervisor   |                |                  |           |        |          |               |               |
| Lyle .....                              | -              | 1.2              | -         | -      | -        | -             | -             |
| St. Chrysostome Wharf .....             | -              | 0.6              | -         | 1.2    | 1.2      | -             | -             |
| St. Nicholas area .....                 | 1.3            | 0.1              | -         | 0.6    | 0.6      | -             | -             |
| Malpeque area .....                     | 0.7            | 0.5              | -         | -      | -        | 200 m         | -             |
| Richmond area .....                     | 1.1            | -                | -         | -      | -        | 40 m          | -             |
| Darnley .....                           | 0.5            | -                | -         | -      | -        | -             | -             |
| Harmony .....                           | 0.4            | -                | -         | -      | -        | -             | -             |
| Egmont Bay .....                        | 0.4            | -                | -         | -      | -        | -             | -             |
| Ive's Point .....                       | -              | 0.7              | -         | -      | -        | -             | -             |
| Sugar Camp .....                        | -              | 0.7              | -         | -      | -        | -             | -             |
| Miscellaneous .....                     | 1.7            | 0.7              | -         | -      | -        | -             | -             |
| Total .....                             | 6.1            | 4.5              | -         | 1.8    | 0.4      | 240 m         | -             |
|                                         |                |                  |           |        | 2.2      |               | -             |
| <b>FOURTH PRINCE</b>                    |                |                  |           |        |          |               |               |
| Alastair MacLeod<br>District Supervisor |                |                  |           |        |          |               |               |
| Muttart Shore .....                     | -              | 1.2              | -         | -      | -        | -             | -             |
| Enman Shore .....                       | -              | 0.5              | -         | 1.0    | 1.0      | -             | -             |
| Bedeque Rink .....                      | -              | -                | -         | 0.5    | 0.5      | 75 m          | -             |
| Blueshank Rd-Rte.8 .....                | -              | -                | -         | -      | 0.8      | -             | -             |
| Chelton .....                           | 0.3            | 0.6              | 4.0       | -      | -        | -             | -             |
| Summerside area .....                   | 0.7            | -                | -         | -      | -        | -             | -             |
| MacCallum's Point .....                 | 0.6            | -                | -         | -      | -        | -             | -             |
| Albany area .....                       | 0.3            | 0.1              | -         | -      | -        | -             | -             |
| Maple Plains .....                      | -              | 0.4              | -         | -      | -        | -             | -             |
| Borden area .....                       | 0.3            | -                | -         | -      | -        | -             | -             |
| Miscellaneous .....                     | 0.6            | 0.7              | -         | -      | -        | -             | -             |
| Total .....                             | 2.8            | 3.5              | 4.0       | 1.5    | 0.5      | 200 m         | -             |
| Total for County .....                  | 13.6           | 20.6             | 10.0      | 12.1   | 2.8      | 275 m         | -             |
|                                         |                |                  |           |        | 21.8     | 1,455 m       | -             |

|                                         | Paved<br>Roads | Unpaved<br>Roads | Shoulders | Graded | Surfaced | Tap<br>Drains | Snow<br>Traps |
|-----------------------------------------|----------------|------------------|-----------|--------|----------|---------------|---------------|
| <b>FIRST QUEENS</b>                     |                |                  |           |        |          |               |               |
| Donald Dickieson<br>District Supervisor |                |                  |           |        |          |               |               |
| Cavendish Sub.Div.                      | -              | 0.3              | -         | -      | -        | -             | -             |
| Simpson Road                            | -              | 0.8              | -         | 0.3    | 0.3      | -             | -             |
| Carr Road                               | -              | 1.0              | -         | 0.8    | 0.8      | -             | -             |
| Dump Road                               | -              | 2.5              | -         | -      | 0.4      | -             | -             |
| Fountain Road                           | 0.5            | -                | -         | -      | -        | -             | -             |
| Currie Road                             | -              | 1.0              | -         | -      | -        | -             | -             |
| Pickering Road                          | -              | 0.1              | -         | -      | -        | -             | -             |
| Campbellton                             | -              | 1.1              | -         | 0.1    | 0.1      | -             | -             |
| Mill Rd (Emerald)                       | -              | -                | -         | -      | -        | -             | -             |
| Upper Breadalbane Rd.                   | 0.4            | -                | -         | 0.3    | 0.3      | -             | -             |
| Millvale Road                           | -              | -                | -         | 0.3    | 0.3      | -             | -             |
| Ferguson Road                           | -              | -                | 0.2       | 0.3    | 0.3      | -             | -             |
| Todd Road                               | -              | -                | -         | 0.1    | 0.1      | -             | -             |
| Mill Road(Hampton)                      | -              | -                | -         | 0.4    | 0.4      | -             | -             |
| Clyde Road                              | -              | -                | -         | 0.3    | 0.3      | -             | -             |
| Anderson Road                           | -              | -                | -         | 0.6    | 0.6      | -             | -             |
| Breadalbane Rd                          | 0.4            | -                | -         | -      | -        | -             | -             |
| Total                                   | 2.30           | 6.80             | 0.6       | 3.50   | 3.90     | -             | -             |
| <b>SECOND QUEENS</b>                    |                |                  |           |        |          |               |               |
| Clayton Coles<br>District Supervisor    |                |                  |           |        |          |               |               |
| Shaws Road                              | -              | 1.0              | -         | -      | -        | -             | -             |
| York Point Road                         | 0.5            | -                | -         | 1.0    | 1.0      | -             | -             |
| Rustico Road                            | 3.0            | -                | -         | -      | -        | -             | -             |
| Rocky Point Wharf                       | -              | 0.5              | -         | -      | -        | -             | -             |
| Campbells Mi                            | -              | 0.2              | -         | -      | -        | -             | -             |
| Toronto Road N.                         | -              | 0.4              | -         | 0.2    | 0.2      | -             | -             |
| Houston Road                            | -              | -                | -         | -      | -        | -             | -             |
| Snowy Road                              | -              | -                | -         | 0.1    | 0.1      | -             | 0.4           |
| S.Rustico Wharf Rd.                     | -              | -                | -         | 0.1    | 0.1      | -             | -             |
| Darlington Rd                           | -              | 0.3              | -         | 0.3    | 0.3      | -             | -             |
| Rennies Road                            | 0.1            | -                | -         | -      | -        | -             | -             |
| Malpeque Road                           | -              | -                | 0.4       | -      | -        | -             | -             |
| Line Road                               | -              | -                | 0.2       | -      | -        | -             | -             |
| Camp Rd., Rice Pt.                      | 0.3            | -                | -         | -      | -        | -             | -             |
| Misc. Ditching                          | -              | 0.8              | -         | -      | -        | -             | -             |
| Darrach                                 | 1.0            | -                | -         | -      | -        | -             | -             |
| St. Catherine's                         | -              | -                | -         | -      | 1.0      | -             | -             |
| Mitchell Road                           | -              | -                | -         | -      | 0.6      | -             | -             |
| Rice Pt. Rd                             | -              | -                | -         | -      | 0.3      | -             | -             |
| Total                                   | 4.9            | 3.2              | 0.6       | 1.7    | 3.6      | -             | 0.8           |
|                                         |                |                  |           |        |          |               | 1.2           |
| <b>THIRD QUEENS</b>                     |                |                  |           |        |          |               |               |
| Bennett MacIsaac<br>District Supervisor |                |                  |           |        |          |               |               |
| MacIntyre Shore                         | -              | 1.0              | -         | -      | -        | -             | -             |
| Dougan Road                             | -              | 2.0              | -         | 1.0    | 0.4      | -             | -             |
| Frenchfort Road                         | -              | 0.5              | -         | 2.0    | 1.5      | -             | -             |
| Clifton Road                            | 0.2            | -                | -         | 0.5    | -        | -             | -             |
| Portage Road                            | -              | 0.5              | -         | -      | -        | -             | -             |
| Tracadie Cross Road                     | -              | 1.0              | -         | 0.5    | 0.5      | 0.4           | -             |
| Old Bedford Road                        | -              | 0.5              | -         | 1.0    | -        | -             | -             |
| Old Cardigan Road                       | -              | 1.0              | -         | 0.5    | -        | -             | -             |
| Bedford                                 | 1.0            | -                | -         | 1.0    | -        | -             | -             |
| Glenfinnan                              | -              | -                | -         | -      | -        | -             | -             |
| Brackley Pt. Road                       | -              | -                | -         | -      | -        | -             | -             |
| Monaghan                                | 0.3            | -                | -         | -      | -        | 0.5           | -             |
| Fort Augustus                           | 0.8            | -                | -         | -      | -        | 0.5           | -             |
| Covehead                                | -              | -                | -         | -      | -        | -             | -             |
| Total                                   | 2.3            | 7.0              | -         | 7.5    | 2.4      | 1.4           | -             |

|                                       | Paved<br>Roads | Unpaved<br>Roads | Shoulders | Graded | Surfaced | Tap<br>Drains | Snow<br>Traps |
|---------------------------------------|----------------|------------------|-----------|--------|----------|---------------|---------------|
| <b>FOURTH QUEENS</b>                  |                |                  |           |        |          |               |               |
| Richard Rooney<br>District Supervisor |                |                  |           |        |          |               |               |
| Orwell Cove Road                      | -              | 0.2              | -         | 0.2    | Gravel   | -             | -             |
| Dawson Road                           | -              | 0.9              | -         | 0.9    | Gravel   | -             | -             |
| MacLeod Road                          | -              | 0.5              | -         | 0.5    | 0.3 km   | -             | -             |
| Greys Road                            | -              | -                | -         | -      | 2.0      | -             | -             |
| Story Road                            | -              | -                | -         | -      | 0.1      | -             | -             |
| Murray's Road                         | -              | -                | -         | -      | 0.1      | -             | -             |
| Garlic Road                           | -              | -                | -         | -      | 0.1      | -             | -             |
| Old Georgetown Road                   | -              | -                | -         | -      | 0.2      | -             | -             |
| Pt. Prim Rd                           | 0.3            | 0.9              | -         | -      | -        | -             | -             |
| Trans Canada                          | 0.7            | -                | -         | -      | -        | -             | -             |
| Montague Road                         | 0.7            | -                | -         | -      | -        | 0.8           | -             |
| Avondale Road                         | 0.1            | -                | -         | -      | -        | -             | -             |
| Beech Hill Road                       | 0.2            | -                | -         | -      | -        | -             | -             |
| Hermitage Road                        | 0.1            | -                | -         | -      | -        | -             | -             |
| Pownal Road                           | 0.1            | -                | -         | -      | -        | 0.5           | -             |
| Murray Road                           | 0.8            | -                | -         | -      | -        | -             | -             |
| Queens Road                           | 0.2            | -                | -         | -      | -        | -             | -             |
| Ed MacDonald Road                     | -              | -                | -         | -      | 0.3      | -             | -             |
| Glencoe Road                          | -              | -                | -         | -      | 0.1      | -             | -             |
| County Line Road                      | -              | -                | -         | -      | 0.1      | -             | -             |
| Upper Tea Hill Cres                   | 0.1            | -                | -         | -      | -        | -             | -             |
| Lower Tea Hill Cres                   | 0.1            | -                | -         | -      | -        | -             | -             |
| Newtown Road                          | 0.4            | -                | -         | -      | -        | -             | -             |
| China Point Road                      | 0.2            | -                | -         | -      | -        | -             | -             |
| Earncliffe Road                       | 0.2            | -                | -         | -      | -        | 0.2           | -             |
| Selkirk Road                          | 0.5            | -                | -         | -      | -        | -             | -             |
| Alexandra Wharf Road                  | -              | -                | -         | -      | 0.2      | -             | -             |
| Crown Point Road                      | -              | -                | -         | -      | 0.2      | -             | -             |
| Totals for County                     | 4.7            | 2.5              | -         | 1.6    | 3.9      | 1.8 km        | -             |
| <b>FIRST KINGS</b>                    |                |                  |           |        |          |               |               |
| George Saville<br>District Supervisor |                |                  |           |        |          |               |               |
| Tarantum Road                         | -              | 0.6              | 0.6       | 0.6    | 0.6      | -             | -             |
| Manning Road                          | -              | 0.3              | 0.3       | -      | -        | -             | -             |
| Mickimac Road                         | -              | 0.3              | 0.3       | -      | -        | -             | -             |
| Hermitage Road                        | -              | 0.2              | 0.2       | -      | -        | -             | -             |
| Greenvale Road                        | -              | 0.1              | 0.1       | -      | -        | -             | -             |
| New Harmony Road                      | -              | 1.8              | 1.8       | -      | -        | -             | -             |
| Fortune Hbr Road                      | 0.3            | -                | -         | -      | -        | 300 m         | -             |
| St. Charles Road                      | 0.4            | -                | -         | -      | -        | 400 m         | -             |
| Total                                 | 0.7            | 3.3              | 3.3       | 0.6    | 0.6      | 700 m         | -             |

|                                      | Paved<br>Roads | Unpaved<br>Roads | Shoulders | Graded | Surfaced | Tap<br>Drains | Snow<br>Traps |
|--------------------------------------|----------------|------------------|-----------|--------|----------|---------------|---------------|
| <b>SECOND KINGS</b>                  |                |                  |           |        |          |               |               |
| Robert Rowell<br>District Supervisor |                |                  |           |        |          |               |               |
| River Road                           | -              | 3.1              | 3.1       | 3.1    | 1.5      | 100 m         | -             |
| Canavoy Road                         | -              | 0.7              | 0.7       | 0.7    | 0.2      | -             | -             |
| MacAdam Road                         | -              | 0.5              | 0.5       | 0.5    | 0.3      | -             | -             |
| McEwen Road                          | -              | 0.1              | -         | -      | 0.1      | -             | -             |
| French Road                          | -              | 0.2              | -         | -      | 0.2      | -             | -             |
| Anderson Road                        | -              | 0.2              | 0.2       | 0.2    | 0.2      | -             | -             |
| Bennett Road                         | -              | 0.4              | 0.4       | 0.4    | 0.4      | -             | -             |
| Sandicape Road                       | -              | 0.2              | 0.2       | 0.2    | 0.2      | -             | -             |
| Goose River Road                     | -              | 0.6              | 0.6       | 0.6    | -        | -             | -             |
| Forest Hill Road                     | 0.2            | -                | 0.2       | -      | -        | -             | -             |
| Upton Road                           | -              | 0.35             | 0.35      | -      | -        | -             | -             |
| Church Road                          | 0.2            | -                | 0.2       | -      | -        | -             | -             |
| Fanningbrook Road                    | 0.4            | -                | 0.4       | -      | -        | -             | -             |
| Mt. Stewart Road                     | 0.25           | -                | 0.25      | -      | -        | -             | -             |
| Dundee Road                          | -              | 0.1              | 0.1       | -      | -        | -             | -             |
| MacAdam Road                         | -              | 0.2              | 0.2       | -      | -        | -             | -             |
| Canavoy Road                         | -              | 0.15             | 0.15      | -      | -        | -             | -             |
| McEwen Road                          | -              | 0.15             | 0.15      | -      | -        | -             | -             |
| Big Lot Road                         | -              | 0.1              | 0.1       | -      | -        | -             | -             |
| Total                                | 1.05           | 7.05             | 7.80      | 5.70   | 3.10     | 100 m         | -             |
| <b>THIRD KINGS</b>                   |                |                  |           |        |          |               |               |
| Bernard Koke<br>District Supervisor  |                |                  |           |        |          |               |               |
| MacDonald Road                       | -              | 2.4              | 2.4       | 2.3    | 2.0      | 92 m          | -             |
| Shepard Road                         | -              | 1.5              | 1.5       | 1.5    | 1.5      | -             | -             |
| Brudenell Loop Road                  | -              | 0.8              | -         | 0.8    | 0.8      | -             | -             |
| Greensfield Road                     | 0.5            | -                | 0.5       | -      | -        | 458 m         | -             |
| Victoria Cross Road                  | 0.2            | -                | 0.2       | -      | -        | -             | -             |
| Cardigan-Cardross Rd                 | 0.6            | -                | 0.6       | -      | -        | -             | -             |
| Launching Road                       | 0.3            | -                | 0.3       | -      | -        | -             | -             |
| Old St George's Rd                   | -              | -                | -         | -      | -        | 458 m         | -             |
| Brothers Road                        | -              | 0.5              | -         | -      | 0.5      | 488 m         | -             |
| Poplar Point Road                    | 0.3            | -                | 0.3       | -      | -        | -             | -             |
| Little River Road                    | -              | 0.5              | -         | -      | 0.5      | -             | -             |
| MacSwain Road                        | -              | 0.2              | 0.2       | -      | -        | -             | -             |
| Stanhope Road                        | -              | 0.5              | 0.5       | -      | -        | -             | -             |
| Total                                | 1.9            | 6.4              | 6.5       | 4.6    | 5.3      | 1496 m        | -             |
| <b>FOURTH KINGS</b>                  |                |                  |           |        |          |               |               |
| Irving MacKay<br>District Supervisor |                |                  |           |        |          |               |               |
| Whim Road                            | 0.1            | -                | 0.1       | -      | -        | -             | -             |
| Livingstone Road                     | -              | 0.3              | 0.3       | -      | -        | -             | -             |
| Bruce Road                           | -              | 0.2              | 0.2       | -      | -        | -             | -             |
| Loane Road                           | -              | 0.2              | 0.2       | -      | -        | -             | -             |
| Brooklyn Road                        | -              | 0.2              | 0.2       | -      | -        | -             | -             |
| Commerical Road                      | 0.1            | -                | 0.1       | -      | -        | -             | -             |
| Beach Point                          | -              | -                | -         | -      | -        | 200 m         | -             |
| Abney Road                           | -              | -                | -         | -      | -        | 150 m         | -             |
| Murray River Road                    | -              | -                | -         | -      | -        | 100 m         | -             |
| MacRae Road                          | -              | 0.2              | 0.2       | -      | -        | -             | -             |
| Alliston Road                        | 1.0            | -                | 1.0       | -      | -        | -             | -             |
| Gladstone Road                       | -              | 0.5              | 0.5       | -      | -        | -             | -             |
| Bruce Road                           | -              | 0.5              | 0.5       | -      | -        | -             | -             |
| Sorrie Road                          | -              | 1.0              | 1.0       | -      | -        | -             | -             |
| Loane Road                           | -              | 0.2              | -         | -      | 0.2      | -             | -             |
| Westaway Road                        | -              | 0.5              | -         | -      | 0.5      | -             | -             |
| Total                                | 1.20           | 3.80             | 4.30      | -      | 0.7      | 450 m         | -             |

|                                          | Paved<br>Roads | Unpaved<br>Roads | Shoulders | Graded | Surfaced | Tap<br>Drains | Snow<br>Traps |
|------------------------------------------|----------------|------------------|-----------|--------|----------|---------------|---------------|
| <b>FIFTH KINGS</b>                       |                |                  |           |        |          |               |               |
| George MacPherson<br>District Supervisor |                |                  |           |        |          |               |               |
| MacLellan Creek .....                    | -              | 0.3              | -         | 0.3    | 0.3      | -             | -             |
| Feathersone Road .....                   | -              | 0.8              | 0.8       | 0.8    | -        | -             | -             |
| Mill Road .....                          | -              | 2.2              | 2.2       | 2.2    | 0.4      | -             | -             |
| Buddy Arthur Road .....                  | -              | 0.4              | 0.4       | 0.4    | -        | -             | -             |
| MacKay Road .....                        | -              | 1.1              | 1.1       | 1.1    | -        | -             | -             |
| Hearn Road .....                         | -              | 1.0              | 1.0       | 1.0    | -        | -             | -             |
| Portage Road .....                       | -              | 1.3              | 1.3       | 1.3    | -        | -             | -             |
| McCarron Road .....                      | -              | 0.3              | 0.3       | 0.3    | -        | -             | -             |
| Little Pond .....                        | 0.25           | -                | 0.25      | -      | -        | -             | -             |
| Sturgeon Bridge .....                    | 0.2            | -                | 0.2       | -      | -        | -             | -             |
| Murray Harbour North .....               | 0.2            | -                | 0.2       | -      | -        | -             | -             |
| Point Pleasant .....                     | 0.2            | -                | 0.2       | -      | -        | -             | -             |
| Cambridge Road .....                     | 0.3            | -                | 0.3       | -      | -        | -             | -             |
| Line Road .....                          | 1.0            | -                | 1.0       | -      | -        | -             | -             |
| Murray Harbour North .....               | -              | -                | -         | -      | -        | 70 m          | -             |
| Georgetown .....                         | -              | -                | -         | -      | -        | 70 m          | -             |
| Totals for County .....                  | 2.15           | 7.40             | 9.25      | 7.40   | 0.7      | 140 m         | -             |

## WINTER MAINTENANCE

### ICE CONTROL

Winter activities for this Branch of the Department includes salting and sanding operations, temporary repairs to paved road - 1,500 tonnes of cold mix asphalt was used along with a number of tonnes of recycled hot mix asphalt produced from our three asphalt recyclers, repairing of shoulder washout, the maintaining and cleaning of culverts, catch basins and ditches to accommodate run-offs caused by freshets and snow removal or clearing from eight government buildings in the Charlottetown area.

Ice control on the Trans Canada Highway and on the main collector roads was maintained by the direct application of road salt. Approximately 483 kilometers having a two lane equivalent of 626 kilometers were maintained with road salt.

The total tonnage of salt acquired was 28,082 tonnes, a slight decrease from the 28,435 tonnes acquired in 1988-89.

The City of Charlottetown purchased 1596.7 tonnes of salt from the Department. In 1988-89 the City purchased 457.0 t of blended sand.

The Department purchased 97,752.22 tonnes of blended winter sand. The blended material consisted of 6.5% salt, 20% crushed 1/4 minus stone and 73.5% local sand. During the past year there were 37 sand piles located throughout the province.

Ice control in Queens County on the main 185 kilometers of highway that has a two lane equivalent of 249 kilometers was maintained by the direct application of road salt. Four single axle trucks and four tandem trucks of which three were equipped with plowing gear were utilized for this purpose. Ice control on the remaining approximately 1,625 kilometers of road was maintained by sand/salt mix obtained from 13 sand stockpiles throughout the County. Seventeen trucks manned by two labourers, two trucks equipped with a tow-behind spreader and eight trucks equipped with automatic spreaders were hired to carry out this activity. In addition, five department trucks were utilized to provide this service in the built-up areas near Charlottetown.

Ice control in Prince County on the main kilometers of highway, two-lane highway, was maintained by the direct application of road salt. Three tandem trucks equipped with plowing gear and two tandem trucks were utilized for this purpose. Ice control on the remaining approximately 1,400 kilometers was maintained by a sand/salt mix obtained from 13 sand stockpiles throughout the County. Sanding operations were carried out by seven trucks manned with two labourers each, three trucks with tow behind spreaders and five automatic spreaders. In addition, three department trucks were utilized to provide this service in the built-up areas, two for the Summerside area and one for the Tignish area.

Ice control in Kings County on the main 103 kilometers of road, equivalent to 128 kilometers of two-lane highway, was maintained by the direct application of road salt. The remaining 1,100 kilometers was maintained by a sand/salt mix obtained from 12 stockpiles located throughout the County. Twenty-two sand trucks manned with two labourers each, two trucks equipped with tow behind spreaders and three trucks equipped with automatic spreaders were utilized in this operation.

## SNOW REMOVAL

The total snowfall recorded for the 1989-90 seasons for Charlottetown and Summerside were as follows:

|               | Charlottetown |             | Summerside    |             |
|---------------|---------------|-------------|---------------|-------------|
|               | Recorded (cm) | Normal (cm) | Recorded (cm) | Normal (cm) |
| November..... | 60.6          | 21.6        | 51.6          | 17.0        |
| December..... | 67.0          | 72.2        | 76.0          | 60.4        |
| January.....  | 81.4          | 76.8        | 85.2          | 66.7        |
| February..... | 35.8          | 65.8        | 66.2          | 55.9        |
| March.....    | 25.9          | 61.6        | 24.4          | 54.9        |
| April.....    | 21.4          | 27.3        | 17.4          | 24.0        |
| Total.....    | 294.3         | 325.3       | 321.2         | 278.9       |

In Charlottetown the heaviest snowfall occurred on February 24th - 25.4 cm. In Summerside the heaviest snowfall occurred on March 04th - 40.4 cm.

The following is a breakdown of the contract areas of the third year of a three-year contract with the private contractors and a list of equipment used by each:

## SNOW PLOW REPORT

| Contractor              | Km     | Contract Area                          | Graders | Loaders | Trucks | Blowers |
|-------------------------|--------|----------------------------------------|---------|---------|--------|---------|
| <b>AREA 1</b>           |        |                                        |         |         |        |         |
| Hynes Trucking.....     | 42.2   | 3rd & 4th Kings, 4th Queens.....       | 3       | 1       | 1      | 1       |
| Kings County Const..... | 169.0  | 2nd, 3rd, & 4th Kings.....             | 3       | 3       | 2      | 1       |
|                         |        | 3rd Queens.....                        |         |         |        |         |
| Crosby's.....           | 29.7   | 2nd Queens.....                        | 1       | 1       | 2      | 1       |
| Island Coastal.....     | 97.0   | 1st & 2nd Queens.....                  | 3       | 2       | 2      | 2       |
| Island Excavators.....  | 141.5  | 1st Queens & 4th Prince.....           | 2       | 1       | 3      | 4       |
| Maritime Const.....     | 143.3  | 1st & 2nd Queens, 4th Prince.....      | 5       | 2       | 3      | 2       |
| Island Const. Ltd.....  | 160.6  | 3rd & 4th Queens, 2nd & 3rd Kings..... | 4       | 2       | 2      | 1       |
| Dennis Const.....       | 60.9   | 3rd Queens.....                        | 2       | 1       | 1      | 2       |
| Chapman Bros.....       | 153.61 | 1st Kings.....                         | 4       | 4       | 4      | 2       |
| Total of Area 2.....    | 997.81 |                                        | 27      | 17      | 21     | 17      |

| Contractor                   | Km       | Contract Area                | Graders | Loaders | Trucks | Blowers |
|------------------------------|----------|------------------------------|---------|---------|--------|---------|
| <b>AREA 2</b>                |          |                              |         |         |        |         |
| Northern Enterprise .....    | 145.2    | 1st Prince .....             | 2       | 2       | 3      | 2       |
| Ramsay's Washed Gravel ..... | 242.7    | 1st & 2nd Prince .....       | 4       | 6       | 2      | 4       |
| Curran & Briggs .....        | 191.9    | 2nd & 3rd Prince .....       | 5       | 3       | -      | 2       |
| Comet Const. ....            | 105.2    | 2nd & 3rd Prince .....       | 4       | 1       | -      | 2       |
| Westisle Const. ....         | 115.1    | 4th Prince .....             | 3       | 2       | 1      | 2       |
| Toombs & Cobb .....          | 107.9    | 4th Prince .....             | 4       | 1       | 1      | 1       |
| Montgomery Const. ....       | 134.5    | 1st Queens, 4th Prince ..... | 5       | 2       | 4      | 2       |
| Matheson & MacMillan .....   | 149.4    | 2nd, 3rd & 5th Queens .....  | 2       | 3       | 2      | 2       |
| A.J.L. Ltd. ....             | 41.4     | 3rd Prince .....             | 2       | 1       | -      | 1       |
| Total of Area 2 .....        | 1,233.3  |                              | 31      | 21      | 13     | 18      |
| GRAND TOTAL .....            | 2,231.11 |                              | 58      | 39      | 31     | 34      |

The Department was responsible for plowing 2392.81 kilometers this year. To this end, 74 routes were established. The following equipment, including spare equipment, was assigned and located as follows:

| Location                         | Km.    | Graders | Walter Trucks | Letourneau | Blowers | Loaders | Other Truck |
|----------------------------------|--------|---------|---------------|------------|---------|---------|-------------|
| <b>PRINCE COUNTY</b>             |        |         |               |            |         |         |             |
| Christopher's Cross .....        | 32.2   | -       | -             | -          | -       | -       | 1           |
| Harper Road .....                | 37.4   | -       | -             | -          | -       | 1       | -           |
| Alma .....                       | 30.5   | 1       | -             | -          | -       | -       | 1           |
| Alberton .....                   | 28.8   | 1       | -             | -          | 1       | -       | -           |
| St. Louis .....                  | 43.0   | -       | -             | -          | 1       | 1       | -           |
| Elmsdale .....                   | -      | -       | -             | -          | 1       | -       | -           |
| Fortune Cove .....               | 35.3   | -       | -             | -          | -       | -       | -           |
| Poplar Grove .....               | 56.5   | 2       | -             | -          | -       | -       | -           |
| Coleman .....                    | 37.7   | 1       | -             | -          | -       | -       | -           |
| Albany .....                     | 24.4   | 1       | -             | -          | -       | -       | -           |
| Summerside Garage .....          | 231.0  | 2       | 1             | -          | 4       | 2       | 7           |
| Summerside Garage - Spares ..    | -      | 3       | 1             | -          | -       | 1       | 1           |
| TOTAL OF PRINCE COUNTY ..        | 555.8  | 12      | 2             | -          | 7       | 5       | 10          |
| <b>QUEENS COUNTY</b>             |        |         |               |            |         |         |             |
| Canoe Cove .....                 | 52.4   | 1       | -             | -          | -       | -       | -           |
| Warren Grove .....               | 23.1   | -       | -             | -          | -       | 1       | -           |
| Cornwall .....                   | 21.5   | 1       | -             | -          | -       | -       | -           |
| Stanley Bridge .....             | 23.7   | 1       | -             | -          | -       | -       | -           |
| North Rustico .....              | 37.5   | -       | -             | -          | -       | 1       | -           |
| South Rustico .....              | -      | -       | -             | -          | 1       | -       | -           |
| Hunter River .....               | 33.0   | -       | -             | -          | -       | -       | 1           |
| Hampshire .....                  | 25.7   | 1       | -             | -          | -       | -       | -           |
| Alexandria .....                 | 22.65  | -       | -             | -          | -       | 1       | -           |
| Earncliffe .....                 | 27.5   | 1       | -             | -          | -       | -       | -           |
| Seal River .....                 | 24.45  | -       | -             | 1          | -       | -       | -           |
| Iona .....                       | 40.0   | -       | -             | -          | -       | -       | 1           |
| Eldon .....                      | 76.5   | 1       | -             | -          | -       | -       | 1           |
| Wood Island .....                | 56.6   | -       | -             | -          | -       | -       | 1           |
| Belle River .....                | 43.5   | -       | -             | -          | -       | -       | 1           |
| Charlottetown Garage .....       | 313.09 | 5       | -             | -          | 4       | 5       | 5           |
| Charlottetown Garage - Spares .. | -      | 2       | 1             | -          | -       | -       | -           |
| TOTAL OF QUEENS COUNTY ..        | 821.24 | 13      | 1             | 1          | 6       | 8       | 10          |

| Location                               | Km.      | Graders | Walter Trucks | Letourneau | Blowers | Loaders | Other Truck |
|----------------------------------------|----------|---------|---------------|------------|---------|---------|-------------|
| <b>KINGS COUNTY</b>                    |          |         |               |            |         |         |             |
| High Bank .....                        | 32.0     | -       | -             | -          | -       | -       | -           |
| Murray River .....                     | 57.0     | 1       | -             | -          | -       | -       | 1           |
| Gurnsey Cove .....                     | 37.9     | 1       | -             | -          | -       | -       | -           |
| Alliston .....                         | 35.2     | 1       | -             | -          | -       | -       | -           |
| Kilmuir .....                          | 44.7     | -       | -             | -          | 1       | -       | 1           |
| Gaspereaux .....                       | 47.9     | -       | -             | -          | -       | -       | 1           |
| Sturgeon .....                         | 34.5     | 1       | -             | -          | -       | -       | -           |
| Georgetown .....                       | 61.9     | 1       | -             | -          | -       | -       | 1           |
| Cardigan .....                         | 23.4     | 1       | -             | -          | -       | -       | -           |
| Dundas .....                           | 58.8     | 1       | -             | -          | -       | -       | 1           |
| St. Georges .....                      | 50.9     | 2       | -             | -          | -       | -       | -           |
| Little Pond .....                      | 31.2     | 1       | -             | -          | 1       | -       | -           |
| Farmington .....                       | 25.7     | 1       | -             | -          | -       | -       | -           |
| Savage Harbour .....                   | -        | -       | -             | -          | 1       | -       | -           |
| Head of Hillsboro .....                | 31.3     | -       | -             | -          | 1       | -       | -           |
| Peakes .....                           | 24.4     | 1       | -             | -          | -       | -       | -           |
| Morell .....                           | 77.8     | 1       | -             | -          | -       | -       | 1           |
| Bristol .....                          | 25.2     | 1       | -             | -          | -       | -       | -           |
| St. Peters .....                       | -        | -       | -             | -          | 1       | -       | -           |
| Forest Hill .....                      | 30.9     | 1       | -             | -          | -       | -       | -           |
| Goose River .....                      | 27.5     | -       | -             | -          | -       | 1       | -           |
| Cable Head .....                       | 35.6     | -       | -             | -          | -       | -       | -           |
| Rollo Bay .....                        | 38.6     | -       | -             | -          | -       | -       | 1           |
| Fortune .....                          | -        | -       | -             | -          | 1       | -       | -           |
| Rockbarra .....                        | 33.2     | 1       | -             | -          | -       | -       | -           |
| East Point .....                       | 37.4     | 1       | -             | -          | -       | -       | -           |
| TOTAL OF KINGS COUNTY .....            | 902.0    | 17      | -             | -          | 6       | 2       | 8           |
| GRAND TOTAL OF<br>THREE COUNTIES ..... | 2,308.11 | 42      | 9             | 2          | 18      | 14      | 19          |

#### SNOW FENCE REPORT

The Department was responsible for putting up 2,346.96 m of snow fence. It was distributed as follows:

| County              | Feet   | Meters    |
|---------------------|--------|-----------|
| Prince County ..... | 3,500' | 1066.80 m |
| Queens County ..... | 3,000' | 914.40 m  |
| Kings County .....  | 1,200' | 365.76 m  |

## **MECHANICAL BRANCH**

Soon after the start of the 1989-90 fiscal year a new Manager joined the Charlottetown Garage, filling a position that had been vacant for a number of years. His mandate was to bring a process of renewal to the Garage. He was responsible only for the vehicle repair activities at the Garage -- only the mechanics and related employees reported to him, not the operating staff.

The initial changes made were in the facilities, with a reorganization of equipment parking and storage areas at the Garage. Inside the Garage, office space was consolidated and some old offices removed to make more space for vehicle repair. Some storage areas were replaced with lunchroom and meeting room, and a new hydraulics room installed for hydraulics repairs. The walls of the building were insulated and the entire inside wall area painted. Lighting and exhaust systems were also improved. All repairs were performed using Garage employees under the supervision of the Building Maintenance Supervisor, Brian Knox. Costs were kept within budget allocations.

There was an extensive upgrading of systems, such as the Preventive Maintenance programme and the Work Order System. The latter allowed improved utilization of the computerized maintenance system which was installed in recent years and provides a good record of vehicle costs and performance. Vehicle specifications were extensively revised, with the participation of staff at various levels.

In order to provide better service to the Maintenance Branch, an afternoon shift was implemented for the winter months. With the second shift, mechanical staff were on hand for all weekday hours worked by plow operators.

At the Summerside Garage facility, a new waste oil handling system was installed to complement the extensive oil/water separating system installed within recent years. A new fuel tank was also installed.

Both facilities underwent a programme of improvement of field fuel tanks. All Department tanks were inspected and tanks and fittings were ensured to be leak free. Tanks were painted silver and decalced so that they can be readily identified as belong to the Department, and so that they will show the public that they are receiving concerned attention.

Two new graders were purchased during the course of the year, as well as one four wheel drive plowtruck, one tandem truck, four crew cabs for pavement maintenance, two service trucks, a loader and an asphalt spreader. A new highway tractor was purchased to haul the float trailer.

Staffing remained unchanged, although there was some minor shifting of duties in several areas for more even distribution of work.

## **HIGHWAY CONSTRUCTION DIVISION**

### **CHIEF ENGINEER'S REPORT 1989 - 1990**

#### **CO-OPERATIVE AGREEMENT ON TRANSPORTATION DEVELOPMENT**

The year 1989 was the first year of a six year program for cost shared work under this agreement. The highway portion of this work is valued at 28.6 million dollars to be spent on Route 2, Charlottetown Perimeter Highway and the Trans Canada Highway. Seven tenders were called under this program for this construction season.

#### **PROVINCIAL RECAP PROJECTS**

There were 93.9 kilometers of paved highway upgraded and strengthened to all weather standards under this program this construction year. There were sixty tenders called on a province-wide basis for this work in addition to those already in place from the previous year.

#### **PROVINCIAL PAVING PROGRAM**

Work under this program continues on the same basis as the previous year. There were 10.91 kilometers of new pavement added to the system and twelve tenders were called for various aspects of this work on a province-wide basis.

#### **BRIDGE CONSTRUCTION AND MAINTENANCE**

Tenders were called the previous year for re-construction of the Coleman Bridge & Approach with the majority of the work being carried out in the 1989 construction season with completion scheduled for the next year.

A tender was called for painting of the Hillsboro Bridge, work on this project is expected to continue into the 1991 season.

In addition to the above there were a number of small crossings re-built or repaired as outlined in the Bridge Engineer Report.

#### **OTHER SECTIONS**

Reports from other sections follow as a part of this report.

### **BRIDGE ENGINEER'S REPORT 1989-1990**

In addition to the maintenance work consisting of replacing fill and rip-rap, making structural repairs and painting, the following is a summary of the work carried out during the year.

## PRINCE COUNTY

### District Name/Location

|   |                    |                                                                                                                                                                                           |
|---|--------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | O'Leary Road       | Constructed a Creosote timber box 2' x 4' in section by 64' in length                                                                                                                     |
| 1 | O'Holloran Road    | Constructed a creosote timber box 3' x 5' in section by 72' in length.                                                                                                                    |
| 1 | Gaspe Road         | Constructed a creosote timber box 2' x 8' in section by 46' in length                                                                                                                     |
| 1 | Coleman Corner     | Constructed a creosote timber (crib) retaining wall 8' x 12' in section by 325' in length. In addition we constructed a creosote timber retaining wall 6' x 8' in section 175' in length. |
| 2 | Enmore             | Constructed a creosote timber box 3' x 6' in section by 50' in length.                                                                                                                    |
| 2 | Milburn            | Constructed a multiplated galvanized steel arch 12' in diameter by 90' in length.                                                                                                         |
| 3 | Black Horse Corner | Constructed a creosote timber box 2' x 4' in section by 44' in length                                                                                                                     |
| 3 | Irishtown Road     | Constructed a creosote timber box 2' x 6' in section by 40' in length.                                                                                                                    |
| 3 | Malpeque Rd        | Constructed a creosote timber box 2' x 4' in section by 44' in length; also a creosote timber box 3' x 5' in section by 54' in length.                                                    |
| 3 | Allan Road         | Constructed a creosote timber box 3' x 5' in section by 66' in length.                                                                                                                    |
| 3 | St. Nicholas Rd.   | Constructed a creosote timber box 3' x 5' in section by 42' in length; also a creosote timber box 3' x 6' in section with a center wall by 44' in length.                                 |
| 4 | Irishtown Road     | Constructed two creosote timber boxes 3' x 6' in section by 52' and 48' in length.                                                                                                        |
| 4 | Tryon              | Constructed a creosote timber pile trestle bridge 27' in width by 52' span.                                                                                                               |

## QUEENS COUNTY

|   |                   |                                                                                                                                                               |
|---|-------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | Breadalbane       | Constructed a multiplated galvanized steel arch 6' in diameter by 48' in length.                                                                              |
| 2 | Oyster Bed        | Constructed a creosote timber box 5' x 15' in section with a center wall by 52' in length.                                                                    |
| 2 | Oyster Bed Corner | Constructed a multiplated galvanized steel arch 6' in diameter by 62' in length.                                                                              |
| 2 | Rustico Road      | Constructed three creosote timber boxes 1) 2' x 4' in section by 44' in length 2) 4' x 6' in section by 42' in length 3) 2' x 4' in section by 44' in length. |
| 2 | Meadowbank Rd     | Constructed a creosote timber box 3' x 5' in section by 50' in length.                                                                                        |
| 2 | York Pt Rd        | Constructed a creosote timber box 2' x 4' in section by 63' in length.                                                                                        |
| 3 | Suffolk           | Constructed a creosote timber box 2' x 4' in section by 36' in length.                                                                                        |
| 3 | French Village    | Constructed a creosote timber trestle pile bridge 27' wide by 60' span.                                                                                       |
| 4 | Garfield East     | Constructed a creosote timber box 5' x 16' in section with center wall by 36' in length.                                                                      |
| 4 | Little Sands      | Constructed a multiplated galvanized steel arch 6' in diameter by 90' in length.                                                                              |

## KINGS COUNTY

|   |             |                                                                                          |
|---|-------------|------------------------------------------------------------------------------------------|
| 1 | St. Charles | Constructed a multiplated galvanized steel arch 6' in diameter by 62' in length.         |
| 1 | St. Charles | Constructed a creosote timber box 2' x 4' in section by 42' long.                        |
| 3 | Cardigan    | Constructed a Creosote timber box 5' x 15' in section with center wall by 54' in length. |
| 3 | Sheppard Rd | Constructed a creosote timber box 2' x 4' in section by 44' long.                        |
| 3 | Martinvale  | Constructed a multiplated galvanized steel arch 14' in diameter by 96' in length.        |

# COOPERATION AGREEMENT REPORT 1989-90

| 1st District                                              | Pulverize<br>Asphalt | Imported<br>Aggregate<br>Overlay | Fine<br>Grade<br>Gravel | Base  | Seal | New<br>Recon | To be<br>Sealed |
|-----------------------------------------------------------|----------------------|----------------------------------|-------------------------|-------|------|--------------|-----------------|
| <b>4th Prince</b>                                         |                      |                                  |                         |       |      |              |                 |
| Rt 2, West<br>Central Street to<br>CFB Intersection ..... | -                    | -                                | -                       | -     | 3.48 | -            | -               |
| Rte 2 West<br>Clermont Rd to<br>Walkers Barn .....        | -                    | 2.04                             | -                       | 2.04  | -    | 2.04         | 2.04            |
| Subtotal .....                                            | -                    | 2.04                             | -                       | 2.04  | 3.48 | 2.04         | 2.04            |
| TOTAL PRINCE .....                                        | -                    | 2.04                             | -                       | 2.04  | 3.48 | 2.04         | 2.04            |
| <b>3rd Queens</b>                                         |                      |                                  |                         |       |      |              |                 |
| Rt 2 East<br>Suffolk Rd to<br>Bedford Rd .....            | 3.28                 | -                                | 3.28                    | 3.28  | -    | 3.28         | 3.28            |
| Rte 1 East<br>Hazelbrook .....                            | 2.24                 | 2.24                             | -                       | 2.24  | -    | 2.24         | 2.24            |
| SUB-TOTAL .....                                           | 5.52                 | 2.24                             | 3.28                    | 5.52  | -    | 5.52         | 5.52            |
| TOTAL QUEENS .....                                        | 5.52                 | 2.24                             | 3.28                    | 5.52  | -    | 5.52         | 5.52            |
| <b>2nd Kings</b>                                          |                      |                                  |                         |       |      |              |                 |
| Rte 2 East<br>Douglas Rd<br>towards MacEwen .....         | 2.82                 | -                                | 2.82                    | 2.82  | -    | 2.82         | 2.82            |
| <b>3rd Kings</b>                                          |                      |                                  |                         |       |      |              |                 |
| Rte 3<br>Summerville to<br>New Perth .....                | -                    | -                                | -                       | -     | 4.00 | -            | -               |
| SUB-TOTAL .....                                           | 2.82                 | -                                | 2.82                    | 2.82  | 4.00 | 2.82         | 2.82            |
| TOTAL KINGS .....                                         | 2.82                 | -                                | 2.82                    | 2.82  | 4.00 | 2.82         | 2.82            |
| TOTAL .....                                               | 8.34                 | 4.28                             | 6.10                    | 10.38 | 7.48 | 10.38        | 10.38           |

# PRINCE COUNTY PROVINCIAL PAVING REPORT 1989-1990

|                                 | Grade | Gravel | Base | Seal | New<br>Pave | New<br>Recon | To be<br>Sealed | Fine<br>Grade<br>Gravel |
|---------------------------------|-------|--------|------|------|-------------|--------------|-----------------|-------------------------|
| <b>1st Prince</b>               |       |        |      |      |             |              |                 |                         |
| Nelligan Road .....             | -     | -      | 0.73 | 0.73 | 0.73        | -            | -               | -                       |
| Warren Rd. ....                 | -     | -      | 0.49 | 0.49 | 0.49        | -            | -               | -                       |
| Centennial Drive (O'Leary) .... | -     | 0.03   | 0.03 | 0.03 | 0.03        | -            | -               | -                       |
| Mill Rd. ....                   | -     | -      | 0.59 | 0.59 | 0.59        | -            | -               | -                       |
| Duvar Rd. ....                  | -     | 0.44   | 0.14 | 0.14 | 0.14        | -            | -               | -                       |
| *Leoville Rd. ....              | 0.11  | 0.11   | 0.11 | 0.11 | 0.11        | -            | -               | -                       |
| Nelligan Rd. ....               | 2.12  | 2.12   | -    | -    | -           | -            | -               | -                       |
| St. Rock Rd. ....               | -     | 0.80   | -    | -    | -           | -            | -               | -                       |
| Metherall Rd. ....              | -     | 1.00   | -    | -    | -           | -            | -               | -                       |
| Ashley Murphy Rd. ....          | 1.50  | 1.50   | -    | -    | -           | -            | -               | -                       |
| Center Line Rd. ....            | 1.64  | 0.74   | -    | -    | -           | -            | -               | -                       |
| Trainor Rd. ....                | 2.20  | -      | -    | -    | -           | -            | -               | -                       |
| DeBlois Rd. ....                | 1.95  | 1.00   | -    | -    | -           | -            | -               | -                       |
| Kenny Rd. ....                  | 0.20  | -      | -    | -    | -           | -            | -               | -                       |
| South West Rd. ....             | 0.50  | -      | -    | -    | -           | -            | -               | -                       |
| Broderick Rd. ....              | -     | 0.50   | -    | -    | -           | -            | -               | -                       |
| Back Settlement Rd. ....        | -     | 0.50   | -    | -    | -           | -            | -               | -                       |
| Various Rds. Sandstone .....    | -     | -      | -    | -    | -           | -            | -               | -                       |
| Sub Total. ....                 | 10.22 | 8.74   | 2.09 | 2.09 | 2.09        | -            | -               | -                       |

|                                                              | Grade        | Gravel       | Base        | Seal        | New<br>Pave | New<br>Recon | To be<br>Sealed | Fine<br>Grade<br>Gravel |
|--------------------------------------------------------------|--------------|--------------|-------------|-------------|-------------|--------------|-----------------|-------------------------|
| <b>2nd Prince</b>                                            |              |              |             |             |             |              |                 |                         |
| Higgins Wharf Rd. ....                                       | 0.90         | 0.90         | 0.90        | 0.90        | 0.90        | -            | -               | -                       |
| Line Rd. ....                                                | -            | -            | 2.00        | -           | -           | 2.00         | -               | -                       |
| Kennedy Rd. ....                                             | -            | 1.10         | -           | -           | -           | -            | -               | -                       |
| Beaton Rd. ....                                              | 0.90         | -            | -           | -           | -           | -            | -               | -                       |
| Port Hill Rd. - Tyne Valley<br>- Storm Sewer, .....          | -            | -            | -           | -           | -           | -            | -               | -                       |
| Shoulder Paving. ....                                        | 0.20         | 0.20         | 0.20        | -           | -           | -            | 0.20            | -                       |
| Shaw Rd. ....                                                | -            | 0.70         | -           | -           | -           | -            | -               | -                       |
| Sub Total. ....                                              | <u>2.00</u>  | <u>2.90</u>  | <u>3.10</u> | <u>0.90</u> | <u>0.90</u> | <u>2.00</u>  | <u>0.20</u>     | <u>-</u>                |
| <b>3rd Prince</b>                                            |              |              |             |             |             |              |                 |                         |
| St. Nicholas Rd. ....                                        | -            | -            | 1.47        | 1.47        | 1.47        | -            | -               | -                       |
| Cape Egmont Road. ....                                       | 0.22         | 0.22         | 0.22        | 0.22        | 0.22        | -            | -               | -                       |
| Mill Rd. ....                                                | -            | 0.12         | 0.12        | 0.12        | 0.12        | -            | -               | -                       |
| Haldiman River Rd. ....                                      | -            | 0.92         | -           | -           | -           | -            | -               | -                       |
| St. Raphael Rd. ....                                         | 0.18         | 0.18         | -           | -           | -           | -            | -               | -                       |
| Gallant Rd. ....                                             | -            | 0.52         | -           | -           | -           | -            | -               | -                       |
| Grand Mary Rd. ....                                          | 0.36         | 0.36         | -           | -           | -           | -            | -               | -                       |
| Seawood Rd. ....                                             | 1.20         | -            | -           | -           | -           | -            | -               | -                       |
| St. Chrysostome Rd. ....                                     | 0.60         | -            | -           | -           | -           | -            | -               | -                       |
| Cannontown Rd. ....                                          | 2.00         | -            | -           | -           | -           | -            | -               | -                       |
| Malpeque Rd. - Snowtrap. ....                                | -            | -            | -           | -           | -           | -            | -               | -                       |
| Sub-Total. ....                                              | <u>4.56</u>  | <u>2.32</u>  | <u>1.81</u> | <u>1.81</u> | <u>1.81</u> | <u>-</u>     | <u>-</u>        | <u>-</u>                |
| <b>4th Prince</b>                                            |              |              |             |             |             |              |                 |                         |
| Hogg Rd. ....                                                | -            | 0.05         | 0.05        | 0.05        | 0.05        | -            | -               | -                       |
| Branch Rd. ....                                              | -            | 0.32         | 0.32        | 0.32        | -           | 0.32         | -               | -                       |
| Kensington Rink Rd. ....                                     | -            | -            | -           | 0.33        | -           | 0.33         | -               | -                       |
| East Newton Rd. ....                                         | -            | -            | -           | 1.00        | -           | 1.00         | -               | -                       |
| Malpeque Rd. Rte. 2 .....                                    | -            | -            | -           | -           | -           | -            | -               | -                       |
| Double Slurry Seal. ....                                     | -            | -            | -           | 2.30        | -           | -            | -               | -                       |
| Tanton Dr. (St. Eleanors) .....                              | -            | -            | -           | 0.08        | -           | -            | -               | -                       |
| East Drive (St. Eleanors) .....                              | -            | -            | -           | -           | -           | -            | -               | -                       |
| Drainage System .....                                        | -            | -            | -           | -           | -           | -            | -               | -                       |
| Cavendish Farms<br>Intersection:<br>Landscape and Curb ..... | -            | -            | -           | -           | -           | -            | -               | -                       |
| Sub-Total. ....                                              | <u>-</u>     | <u>0.37</u>  | <u>0.37</u> | <u>4.08</u> | <u>0.05</u> | <u>1.65</u>  | <u>-</u>        | <u>-</u>                |
| PRINCE CO. TOTALS .....                                      | <u>16.78</u> | <u>14.33</u> | <u>7.37</u> | <u>8.88</u> | <u>4.85</u> | <u>3.65</u>  | <u>0.20</u>     | <u>-</u>                |

# QUEENS COUNTY PROVINCIAL PAVING REPORT

|                                | Grade       | Gravel      | Base        | Seal        | New<br>Pave | New<br>Recon | To be<br>Sealed | Fine<br>Grade<br>Gravel |
|--------------------------------|-------------|-------------|-------------|-------------|-------------|--------------|-----------------|-------------------------|
| <b>1st Queens</b>              |             |             |             |             |             |              |                 |                         |
| St. Patricks Rd. ....          | 1.00        | 1.00        | 1.00        | 1.00        | 1.00        | -            | -               | -                       |
| Malpeque Rd. (Rte. 2)          |             |             |             |             |             |              |                 |                         |
| Double Slurry Seal. ....       | 1.10        | -           | -           | -           | -           | -            | -               | -                       |
| Bolger Park Rd. ....           | -           | 0.68        | -           | -           | -           | -            | -               | -                       |
| Campbellton Rd. ....           | -           | 1.05        | -           | -           | -           | -            | -               | -                       |
| Maplewood Rd. ....             | -           | 2.10        | -           | -           | -           | -            | -               | -                       |
| Cape Road. ....                | 0.70        | -           | -           | -           | -           | -            | -               | -                       |
| Crapaud Bus Bay - Landscape    |             |             |             |             |             |              |                 |                         |
| Sub-Total. ....                | <u>1.70</u> | <u>4.83</u> | <u>1.00</u> | <u>2.10</u> | <u>1.00</u> | <u>-</u>     | <u>-</u>        | <u>-</u>                |
| <b>2nd Queens</b>              |             |             |             |             |             |              |                 |                         |
| Malpeque Rd. (Rte. 2)          |             |             |             |             |             |              |                 |                         |
| Double Slurry Seal. ....       | -           | -           | 1.00        | -           | -           | -            | -               | -                       |
| Wiltshire Rd. Heave. ....      | 0.05        | 0.05        | -           | -           | -           | -            | -               | -                       |
| Callaghan Rd. ....             | -           | 0.43        | -           | -           | -           | -            | -               | -                       |
| Cornwall Drainage -            |             |             |             |             |             |              |                 |                         |
| Storm Sewer ....               | -           | -           | -           | -           | -           | -            | -               | -                       |
| North River Lagoon Ditching. . | -           | -           | -           | -           | -           | -            | -               | -                       |
| Hunter River Snow Trap ....    | -           | -           | -           | -           | -           | -            | -               | -                       |
| Sub-Total. ....                | <u>0.05</u> | <u>0.48</u> | <u>-</u>    | <u>1.00</u> | <u>-</u>    | <u>-</u>     | <u>-</u>        | <u>-</u>                |
| <b>3rd Queens</b>              |             |             |             |             |             |              |                 |                         |
| East Royalty Rd. ....          | -           | 1.00        | 1.00        | 1.00        | 1.00        | -            | -               | -                       |
| Aptos Drive. ....              | -           | -           | -           | 0.45        | -           | -            | -               | -                       |
| Rosebank Rd. ....              | -           | -           | -           | 0.34        | -           | -            | -               | -                       |
| Old Cardigan Rd. ....          | 1.00        | 1.00        | -           | -           | -           | -            | -               | -                       |
| Tracadie Rd. ....              | 0.60        | 0.60        | -           | -           | -           | -            | -               | -                       |
| Royalty Junction Rd. ....      | 0.48        | 0.48        | -           | -           | -           | -            | -               | -                       |
| Keppoch Rd. Storm Sewer        |             |             |             |             |             |              |                 |                         |
| and Shoulders. ....            | 0.27        | 0.27        | 0.27        | 0.27        | -           | -            | -               | -                       |
| Sub-Total. ....                | <u>2.35</u> | <u>3.35</u> | <u>1.27</u> | <u>2.06</u> | <u>1.00</u> | <u>-</u>     | <u>-</u>        | <u>-</u>                |
| <b>4th Queens</b>              |             |             |             |             |             |              |                 |                         |
| Bellevue Cove Rd. ....         | -           | -           | 0.30        | 0.30        | 0.30        | -            | -               | -                       |
| Stewart Rd. ....               | -           | -           | -           | 0.70        | -           | -            | -               | -                       |
| Gay Road. ....                 | -           | -           | -           | 1.00        | -           | -            | -               | -                       |
| Dawson Rd. ....                | 0.93        | 0.93        | -           | -           | -           | -            | -               | -                       |
| Brush Wharf Rd. ....           | 0.10        | 0.10        | -           | -           | -           | -            | -               | -                       |
| Kinross Rd. Snowtrap. ....     | -           | -           | -           | -           | -           | -            | -               | -                       |
| Sub-Total. ....                | <u>1.03</u> | <u>1.03</u> | <u>0.30</u> | <u>2.00</u> | <u>0.30</u> | <u>-</u>     | <u>-</u>        | <u>-</u>                |
| <b>5th Queens</b>              |             |             |             |             |             |              |                 |                         |
| Kennedy Rd. (88). ....         | -           | -           | -           | 0.24        | -           | -            | -               | -                       |
| Beach Grove Rd. (88). ....     | -           | -           | -           | 1.50        | -           | -            | -               | -                       |
| Thompson Rd. -                 |             |             |             |             |             |              |                 |                         |
| Drainage System. ....          | -           | -           | -           | -           | -           | -            | -               | -                       |
| Sub-Total. ....                | <u>-</u>    | <u>-</u>    | <u>-</u>    | <u>1.74</u> | <u>-</u>    | <u>-</u>     | <u>-</u>        | <u>-</u>                |
| QUEENS CO. TOTAL. ....         | <u>5.13</u> | <u>9.69</u> | <u>2.57</u> | <u>8.90</u> | <u>2.30</u> | <u>-</u>     | <u>-</u>        | <u>-</u>                |

# KINGS COUNTY PROVINCIAL PAVING REPORT 1989-1990

|                                          | Grade | Gravel | Base  | Seal  | New<br>Pave | New<br>Recon | To be<br>Sealed | Fine<br>Grade<br>Gravel |
|------------------------------------------|-------|--------|-------|-------|-------------|--------------|-----------------|-------------------------|
| <b>1st Kings</b>                         |       |        |       |       |             |              |                 |                         |
| Souris Line Rd. ....                     | -     | -      | -     | 0.26  | -           | -            | -               | -                       |
| St. Charles Rd. ....                     | -     | -      | -     | 0.18  | -           | -            | -               | -                       |
| Gowan Brae Rd. ....                      | -     | 2.00   | -     | -     | -           | -            | -               | -                       |
| Larkin Mill Rd. ....                     | 1.50  | 1.50   | -     | -     | -           | -            | -               | -                       |
| Sub-Total. ....                          | 1.50  | 3.50   | -     | 0.44  | -           | -            | -               | -                       |
| <b>2nd Kings</b>                         |       |        |       |       |             |              |                 |                         |
| Church Rd. ....                          | 0.45  | 0.45   | -     | -     | -           | -            | -               | -                       |
| Sandy Cape Rd. ....                      | 0.20  | 0.20   | -     | -     | -           | -            | -               | -                       |
| Anderson Rd. ....                        | 0.30  | 0.30   | -     | -     | -           | -            | -               | -                       |
| Canavoy Rd. ....                         | -     | 0.22   | -     | -     | -           | -            | -               | -                       |
| Lakeside Rd. ....                        | -     | 0.10   | -     | -     | -           | -            | -               | -                       |
| French Rd. ....                          | -     | 0.10   | -     | -     | -           | -            | -               | -                       |
| MacPhee Rd. ....                         | 1.00  | -      | -     | -     | -           | -            | -               | -                       |
| Northside Rd. - Snowtrap                 | -     | -      | -     | -     | -           | -            | -               | -                       |
| Sub Total. ....                          | 1.95  | 1.37   | -     | -     | -           | -            | -               | -                       |
| <b>3rd Kings</b>                         |       |        |       |       |             |              |                 |                         |
| Greenfield Rd. ....                      | -     | -      | 0.10  | 0.10  | 0.10        | -            | -               | -                       |
| 48 Road ....                             | 1.00  | 1.00   | 1.00  | 1.00  | 1.00        | -            | -               | -                       |
| MacDonald Rd. ....                       | -     | 0.94   | -     | -     | -           | -            | -               | -                       |
| Sub Total. ....                          | 1.00  | 1.94   | 1.10  | 1.10  | 1.10        | -            | -               | -                       |
| <b>4th Kings</b>                         |       |        |       |       |             |              |                 |                         |
| Greek River Rd. ....                     | -     | 0.94   | 0.94  | 0.94  | 0.94        | -            | -               | -                       |
| Beach Pt. Road ....                      | -     | 0.08   | 0.08  | 0.08  | 0.08        | -            | -               | -                       |
| Baker Rd. ....                           | -     | 0.25   | 0.25  | 0.25  | 0.25        | -            | -               | -                       |
| * Jordan's Dam Rd.<br>(Single Lane) .... | -     | 0.64   | 0.64  | 0.64  | 0.64        | -            | -               | -                       |
| Murray Harbour Village                   | 0.10  | 0.10   | 0.10  | 0.10  | -           | -            | -               | -                       |
| Douse's Rd. ....                         | -     | -      | -     | 0.97  | -           | 0.97         | -               | -                       |
| Sub Total. ....                          | 0.10  | 2.01   | 2.01  | 2.98  | 1.91        | 0.97         | -               | -                       |
| <b>5th Kings</b>                         |       |        |       |       |             |              |                 |                         |
| Burnt Pt. Road ....                      | -     | 0.35   | 0.35  | 0.35  | 0.35        | -            | -               | -                       |
| Boyver Rd. ....                          | 0.40  | 0.40   | 0.40  | 0.40  | 0.40        | -            | -               | -                       |
| Ferry Wharf Rd. ....                     | -     | 0.80   | -     | -     | -           | -            | -               | -                       |
| Publicover Rd. ....                      | -     | 0.40   | -     | -     | -           | -            | -               | -                       |
| Sub Total. ....                          | 0.40  | 1.95   | 0.75  | 0.75  | 0.75        | -            | -               | -                       |
| KINGS CO. TOTALS                         | 4.95  | 10.77  | 3.86  | 5.27  | 3.76        | 0.97         | -               | -                       |
| TOTALS                                   | 26.86 | 34.79  | 13.80 | 23.05 | 10.91       | 4.62         | 0.20            | -                       |

\* = Single Lane Pavement 3.7 metre wide.

# PRINCE COUNTY PROVINCIAL RECAP REPORT 1989-1990

|                                     | Grade | Gravel<br>Base | Fine<br>Grade<br>Gravel | Base  | Seal  | New<br>Recon | To be<br>Sealed |
|-------------------------------------|-------|----------------|-------------------------|-------|-------|--------------|-----------------|
| <b>1st Prince</b>                   |       |                |                         |       |       |              |                 |
| O'Leary Road                        | -     | 0.68           | -                       | 0.68  | -     | 2.38         | 2.38            |
| O'Leary Road Main Street            | -     | -              | -                       | 0.97  | 0.97  | 0.97         | -               |
| Howlan Road                         | 1.00  | 1.00           | -                       | 1.00  | 1.00  | 1.00         | -               |
| Alberton to Elmsdale<br>#150        | 1.60  | 1.60           | -                       | 1.60  | -     | 1.60         | 1.60            |
| Mill River East Road                | -     | 3.00           | -                       | 3.00  | 3.00  | 3.00         | -               |
| Smallman Road                       | -     | -              | -                       | -     | 1.27  | -            | -               |
| Church St. -<br>Shoulders - Tignish | 1.00  | 1.00           | -                       | 1.00  | -     | -            | 1.00            |
| Sub-Total                           | 3.60  | 7.28           | -                       | 8.25  | 6.24  | 8.95         | 4.98            |
| <b>2nd Prince</b>                   |       |                |                         |       |       |              |                 |
| Ellerslie Road                      | -     | -              | -                       | -     | 3.50  | 3.50         | -               |
| West Point Road                     | -     | -              | -                       | -     | 0.68  | 0.68         | -               |
| West Pt. Wharf Road                 | -     | -              | -                       | -     | 0.72  | 0.72         | -               |
| Barlow Road                         | -     | -              | -                       | -     | 1.00  | 1.00         | -               |
| Shore Road - Cape Wolfe             | -     | -              | -                       | -     | 2.52  | 2.52         | -               |
| O'Leary Road (86)                   | -     | -              | -                       | -     | 1.30  | -            | -               |
| Shore Road - West Point(86)         | -     | -              | -                       | -     | 1.15  | -            | -               |
| Sub-Total                           | -     | -              | -                       | -     | 10.87 | 8.42         | -               |
| <b>3rd Prince</b>                   |       |                |                         |       |       |              |                 |
| Malpeque Road                       | -     | -              | -                       | -     | 2.35  | 2.35         | -               |
| Fifteen Point Road                  | -     | -              | -                       | -     | 2.10  | 2.10         | -               |
| Lot 16 Road                         | -     | -              | -                       | -     | 1.00  | 1.00         | -               |
| S.W. Lot 16 Road                    | -     | 0.46           | -                       | 0.46  | 1.10  | 1.10         | -               |
| Sub Total                           | -     | 0.46           | -                       | 0.46  | 6.55  | 6.55         | -               |
| <b>4th Prince</b>                   |       |                |                         |       |       |              |                 |
| Irishtown Road                      | 0.90  | 0.90           | -                       | 0.90  | 4.20  | 4.20         | -               |
| Lower Freetown Road                 | -     | -              | -                       | -     | 2.72  | 2.72         | -               |
| East Drive (St. Eleanors)           | -     | -              | -                       | -     | 0.79  | 0.79         | -               |
| McEwen Rd. Intersection             | -     | -              | -                       | 0.15  | 0.15  | 0.15         | -               |
| Water St. (Shoulders)               | 0.25  | 0.25           | -                       | 0.25  | 0.25  | 0.25         | -               |
| North Dr. & Lyle Road               | -     | -              | -                       | -     | 2.26  | -            | -               |
| Sub-Total                           | 1.15  | 1.15           | -                       | 1.30  | 10.37 | 8.11         | -               |
| PRINCE COUNTY TOTALS                | 4.75  | 8.89           | -                       | 10.01 | 34.03 | 32.03        | 4.98            |

## QUEENS COUNTY PROVINCIAL RECAP REPORT 1989-1990

|                       | Grade | Gravel<br>Base | Fine<br>Grade<br>Gravel | Base | Seal | New<br>Recon | To be<br>Sealed |
|-----------------------|-------|----------------|-------------------------|------|------|--------------|-----------------|
| <b>1st Queens</b>     |       |                |                         |      |      |              |                 |
| Tryon Rd. (Brookvale) | 1.40  | 2.96           | -                       | 2.96 | 2.96 | 2.96         | -               |
| Sub-Total             | 1.40  | 2.96           | -                       | 2.96 | 2.96 | 2.96         | -               |

|                                           | Grade        | Gravel<br>Base | Fine<br>Grade<br>Gravel | Base         | Seal         | New<br>Recon | To be<br>Sealed |
|-------------------------------------------|--------------|----------------|-------------------------|--------------|--------------|--------------|-----------------|
| <b>2nd Queens</b>                         |              |                |                         |              |              |              |                 |
| Glasgow Road .....                        | 0.23         | 0.23           | -                       | 0.23         | 5.00         | 5.00         | -               |
| New Glasgow Rd. ....                      | -            | -              | -                       | -            | 1.40         | 1.40         | -               |
| Meadowbank Road .....                     | -            | -              | -                       | -            | 1.80         | 1.80         | -               |
| Rustico Rd. ....                          | 0.30         | 0.30           | -                       | 0.30         | 3.60         | 3.90         | -               |
| York Point Road .....                     | 2.00         | 2.00           | -                       | 2.00         | 2.00         | 2.00         | -               |
| Wiltshire Rd. ('85) .....                 | 0.01         | 0.01           | -                       | 0.01         | 4.70         | -            | -               |
| Sleepy Hollow Rd. ('85) .....             | -            | -              | -                       | -            | 0.70         | -            | -               |
| Sub Total .....                           | <u>2.54</u>  | <u>2.54</u>    | -                       | <u>2.54</u>  | <u>19.20</u> | <u>14.10</u> | -               |
| <b>3rd Queens</b>                         |              |                |                         |              |              |              |                 |
| Winsloe Rd. ....                          | 0.16         | 0.16           | -                       | 0.16         | 3.86         | 3.86         | -               |
| Brackley Pt. Road .....                   | 0.66         | 0.66           | -                       | 0.66         | 4.68         | 4.68         | -               |
| Sleepy Hollow (85) .....                  | -            | -              | -                       | -            | 0.80         | -            | -               |
| Tea Hill Rd. (85) .....                   | -            | -              | -                       | -            | 1.90         | -            | -               |
| CoveHead Rd. (85) .....                   | -            | -              | -                       | -            | 2.00         | -            | -               |
| Crossroads - T.C.H. Patching .....        | -            | -              | -                       | -            | -            | -            | -               |
| Sub Total .....                           | <u>0.82</u>  | <u>0.82</u>    | -                       | <u>0.82</u>  | <u>13.24</u> | <u>8.54</u>  | -               |
| <b>4th Queens</b>                         |              |                |                         |              |              |              |                 |
| Shore Road (Wood Islands) .....           | -            | -              | -                       | -            | 2.86         | 2.86         | -               |
| Village Green Rd. ....                    | -            | 1.12           | -                       | 1.12         | -            | 1.12         | 1.12            |
| West Earncliffe Rd. (85) .....            | -            | -              | -                       | -            | 1.60         | -            | -               |
| West Earncliffe Rd. (88) .....            | -            | -              | -                       | -            | 1.84         | -            | -               |
| Pownal Road (85) .....                    | -            | -              | -                       | -            | 3.60         | -            | -               |
| Sub-Total .....                           | -            | <u>1.12</u>    | -                       | <u>1.12</u>  | <u>9.90</u>  | <u>3.98</u>  | <u>1.12</u>     |
| <b>5th Queens</b>                         |              |                |                         |              |              |              |                 |
| Kenlea Drive .....                        | 0.43         | 0.43           | -                       | 0.43         | 0.43         | 0.43         | -               |
| Ferndale Drive .....                      | 0.57         | 0.57           | -                       | 0.57         | 0.57         | 0.57         | -               |
| Centennial Drive .....                    | 0.44         | 0.44           | -                       | 0.44         | 0.44         | 0.44         | -               |
| Oak Drive .....                           | 0.88         | 0.88           | -                       | 0.88         | -            | 0.88         | 0.88            |
| Ingswood Drive .....                      | 0.34         | 0.34           | -                       | 0.34         | 0.34         | 0.34         | -               |
| Mulberry Drive .....                      | 0.25         | 0.25           | -                       | 0.25         | 0.25         | 0.25         | -               |
| Ferngarden Drive .....                    | 0.20         | 0.20           | -                       | 0.20         | 0.20         | 0.20         | -               |
| Hemlock Dr. ....                          | 0.22         | 0.22           | -                       | 0.22         | 0.22         | 0.22         | -               |
| Greensview Dr. ....                       | -            | -              | -                       | -            | 0.80         | 0.80         | -               |
| Northridge Parkway .....                  | 0.43         | -              | -                       | -            | 0.43         | 0.43         | -               |
| St. Peters Rd.<br>(Storm Sewer Shoulders) | -            | -              | -                       | -            | -            | -            | -               |
| Mt. Edward Rd. to<br>Palmers Lane .....   | <u>0.88</u>  | <u>0.88</u>    | -                       | <u>0.88</u>  | -            | <u>0.88</u>  | <u>0.88</u>     |
| Sub-Total .....                           | <u>4.64</u>  | <u>4.21</u>    | -                       | <u>4.21</u>  | <u>3.68</u>  | <u>5.44</u>  | <u>1.76</u>     |
| <b>6th Queens</b>                         |              |                |                         |              |              |              |                 |
| Lewis Point Park Road .....               | 0.18         | 0.18           | -                       | 0.18         | 0.18         | 0.18         | -               |
| Scott Street .....                        | 0.40         | 0.40           | -                       | 0.40         | 0.40         | 0.40         | -               |
| Ellen Creek Rd. ....                      | 0.24         | 0.24           | -                       | 0.24         | 0.24         | 0.24         | -               |
| Thorndale Dr. ....                        | 0.44         | 0.44           | -                       | 0.44         | 0.44         | 0.44         | -               |
| Kirkaldy Dr. (88) .....                   | -            | -              | -                       | -            | 0.20         | -            | -               |
| Cottonwood Dr. (88) .....                 | -            | -              | -                       | -            | 0.25         | -            | -               |
| Wallace Dr. (88) .....                    | -            | -              | -                       | -            | 0.28         | -            | -               |
| Sub Total .....                           | <u>1.26</u>  | <u>1.26</u>    | -                       | <u>1.26</u>  | <u>1.99</u>  | <u>1.26</u>  | -               |
| Queens County Total .....                 | <u>10.66</u> | <u>12.91</u>   | -                       | <u>12.91</u> | <u>50.97</u> | <u>36.26</u> | <u>2.88</u>     |

# KINGS COUNTY PROVINCIAL RECAP REPORT 1989-1990

|                            | Grade | Gravel<br>Base | Fine<br>Grade<br>Gravel | Base  | Seal   | New<br>Recon | To be<br>Sealed |
|----------------------------|-------|----------------|-------------------------|-------|--------|--------------|-----------------|
| <b>1st Kings</b>           |       |                |                         |       |        |              |                 |
| MacPhee Rd. (Souris)       | -     | 0.81           | -                       | 0.81  | 0.81   | 0.81         | -               |
| St. Charles Rd.            | 0.60  | 0.60           | -                       | 0.60  | 1.70   | 1.70         | -               |
| Munn's Road                | 0.64  | 1.36           | -                       | 1.36  | 1.94   | 1.94         | -               |
| Green St. (Souris)         | 0.34  | 0.34           | -                       | 0.34  | 0.34   | 0.34         | -               |
| Munn's Road (86)           | -     | -              | -                       | -     | 1.60   | -            | -               |
| St. Charles Rd. (86)       | -     | -              | -                       | -     | 2.00   | -            | -               |
| Sub-Total                  | 1.58  | 3.11           | -                       | 3.11  | 6.39   | 4.79         | -               |
| <b>2nd Kings</b>           |       |                |                         |       |        |              |                 |
| Red Head Wharf Rd.         | -     | -              | -                       | -     | 1.75   | 1.75         | -               |
| Sub-Total                  | -     | -              | -                       | -     | 1.75   | 1.75         | -               |
| <b>3rd Kings</b>           |       |                |                         |       |        |              |                 |
| Queens Rd.                 | 0.44  | 0.44           | -                       | 0.44  | 1.62   | 1.62         | -               |
| Montague Main St.          | -     | -              | -                       | -     | 0.71   | 0.71         | -               |
| Martinville Rd.            | -     | -              | -                       | -     | 1.40   | 1.40         | -               |
| Sub-Total                  | 0.44  | 0.44           | -                       | 0.44  | 3.73   | 3.73         | -               |
| <b>4th Kings</b>           |       |                |                         |       |        |              |                 |
| Shore Rd. (Highbank)       | -     | -              | -                       | -     | 5.70   | 5.70         | -               |
| Sub-Total                  | -     | -              | -                       | -     | 5.70   | 5.70         | -               |
| <b>5th Kings</b>           |       |                |                         |       |        |              |                 |
| Primrose Rd.               | -     | -              | -                       | -     | 2.60   | 2.60         | -               |
| Sturgeon Rd.               | -     | -              | -                       | -     | 1.10   | 1.10         | -               |
| Annandale Rd.              | -     | -              | -                       | -     | 1.30   | 1.30         | -               |
| Sub-Total                  | -     | -              | -                       | -     | 5.00   | 5.00         | -               |
| <b>Kings County Totals</b> | 2.02  | 3.55           | -                       | 3.55  | 24.57  | 20.97        | -               |
| <b>GRAND TOTALS</b>        | 17.43 | 25.35          | -                       | 26.47 | 109.57 | 89.28        | 7.86            |

# SUBDIVISION REPORT 1989-1990

|                         | Grade | Gravel<br>Base | Fine<br>Grade<br>Gravel | Base | Seal | New<br>Pave | To be<br>Sealed |
|-------------------------|-------|----------------|-------------------------|------|------|-------------|-----------------|
| <b>4th Prince</b>       |       |                |                         |      |      |             |                 |
| Henderson Heights ..... | 0.49  | 0.49           | -                       | 0.49 | -    | 0.49        | 0.49            |
| Westview .....          |       |                |                         |      |      |             |                 |
| Holdings .....          | 0.19  | 0.19           | -                       | 0.19 | -    | 0.19        | 0.19            |
| Sub-Total .....         | 0.68  | 0.68           | -                       | 0.68 | -    | 0.68        | 0.68            |
| <b>2nd Queens</b>       |       |                |                         |      |      |             |                 |
| Elwin Jay's .....       |       |                |                         |      |      |             |                 |
| Phase I .....           | -     | -              | -                       | -    | 0.16 | -           | -               |
| Elwin Jay's .....       |       |                |                         |      |      |             |                 |
| Phase II .....          | -     | -              | -                       | -    | 0.20 | -           | -               |
| Elwin Jay's .....       |       |                |                         |      |      |             |                 |
| Phase III .....         | 0.16  | 0.16           | -                       | 0.16 | 0.16 | 0.16        | -               |
| Fire Fighters .....     |       |                |                         |      |      |             |                 |
| Training Ctr. ....      | 0.31  | 0.14           | -                       | 0.14 | -    | 0.14        | 0.14            |
| Elliott Park .....      | 0.05  | 0.05           | -                       | 0.05 | -    | 0.05        | 0.05            |
| Subtotal .....          | 0.52  | 0.35           | -                       | 0.35 | 0.52 | 0.35        | 0.19            |
| <b>3rd Queens</b>       |       |                |                         |      |      |             |                 |
| Emma Rogerson .....     | -     | -              | -                       | -    | 0.12 | -           | -               |
| Gardner Realty .....    | 0.42  | 0.42           | -                       | 0.42 | 0.42 | 0.42        | -               |
| Subtotal .....          | 0.42  | 0.42           | -                       | 0.42 | 0.54 | 0.42        | -               |
| <b>5th Queens</b>       |       |                |                         |      |      |             |                 |
| Oakland .....           |       |                |                         |      |      |             |                 |
| Ventures .....          | 0.16  | 0.16           | -                       | 0.16 | 0.16 | 0.16        | -               |
| Stewart .....           |       |                |                         |      |      |             |                 |
| MacKay .....            | 0.64  | 0.64           | -                       | 0.64 | -    | 0.64        | 0.64            |
| Subtotal .....          | 0.82  | 0.82           | -                       | 0.82 | 0.16 | 0.82        | 0.64            |
| <b>6th Queens</b>       |       |                |                         |      |      |             |                 |
| Timberlodge .....       |       |                |                         |      |      |             |                 |
| Phase II .....          | -     | -              | -                       | -    | 0.23 | -           | -               |
| Upton Park .....        |       |                |                         |      |      |             |                 |
| Phase III .....         | -     | -              | -                       | -    | 0.18 | -           | -               |
| Llewellyn's .....       | 0.11  | 0.11           | -                       | 0.11 | 0.11 | 0.11        | 0.11            |
| Southview .....         |       |                |                         |      |      |             |                 |
| Estates Ph I .....      | 0.16  | 0.16           | -                       | 0.16 | 0.16 | 0.16        | -               |
| Southview .....         |       |                |                         |      |      |             |                 |
| Estates Ph II .....     | 0.19  | 0.19           | -                       | 0.19 | -    | 0.19        | 0.19            |
| Timberlodge .....       |       |                |                         |      |      |             |                 |
| Ph III .....            | 0.19  | 0.19           | -                       | 0.19 | -    | 0.19        | -               |
| Subtotal .....          | 0.67  | 0.67           | -                       | 0.67 | 0.70 | 0.67        | 0.36            |
| TOTAL .....             | 3.11  | 2.94           | -                       | 2.94 | 1.94 | 2.94        | 1.89            |

## **MATERIAL AND SOILS SECTION**

The 1989-1990 construction year showed an equal distribution in the Recap and Reconstruction Programs. There was a slight decrease in overall asphalt mix production over the previous year.

A total of ten (10) plants were engaged in the production of asphaltic concrete this year in the Province. Drum type mix plants make up seventy percent of the asphalt plants in the Province.

### **ASPHALT**

A total of 292,123 tonnes of asphaltic concrete was produced in 1989. This included binder course, surface course, leveling course and maintenance mixes produced at the ten asphalt plants located throughout the Province and placed on 136 contracts.

Daily inspection was carried out at each of the ten (10) plants to control the quality of the mix produced. 1,112 asphalt mix samples were collected and analyzed for compliance with the Department of Transportation's specifications. This resulted in an overall testing frequency of one test for every 263 tonnes of asphalt mix produced.

859 cores were removed from the different contracts to determine compliance with compaction and thickness requirements.

The use of local aggregates was confined mainly to blend sands with limited usage of coarse aggregate in mix "A1" for Provincial roads. The remainder of the aggregate was imported. The type and amount of testing carried out to ensure the quality of these aggregates is noted below.

| <b>Test</b>               | <b>No. of Tests</b> |
|---------------------------|---------------------|
| Marshall Analysis .....   | 1,090               |
| Sieve Analysis .....      | 2,945               |
| Specific Gravity .....    | 185                 |
| Soundness .....           | 35                  |
| Abrasion .....            | 19                  |
| Petrographic Number ..... | 19                  |

In addition to this quality control testing on the individual aggregates, 35 asphalt mix designs were carried out to determine aggregate proportions and optimum asphalt contents.

Asphalt cement specification compliance testing was performed on 150-200 and 200-300 penetration grade asphalt cements. A total of 149 samples were tested.

### **SOILS**

Soils testing for 1989 was concerned principally with pulverized asphalt and soil-cement, granular base course and sandstone. Tests carried out on these materials included sieve analysis, moisture-density relations, specific gravity, abrasion and soundness. A total of 712 samples were processed during the year.

The continued use of the lab's mobile drilling unit permitted comprehensive subgrade investigations to be carried out this year, a total of 2,156 samples were obtained. Sample analysis included 2,156 sieve analysis and moisture content tests, 164 atterberg limit tests and 217 hydrometer tests.

In the field, 2,263 compaction tests were carried out on pulverized asphalt and soil-cement, granular base and sandstone.

#### **CONCRETE**

Testing and inspection services were provided for the following jobs. \* Indicates where Lab inspection services were carried out.

- Court House (Summerside)
- \* Brookfield Ski Lodge
- Tignish Elementary School
- Birchwood High School
- \* Coleman Bridge
- \* Egolf Dam
- \* Concrete Curbs (Parkdale)
- \* MacLean's Dam (Vernon)
- \* Howe Bay Fish Ladder
- North Shore School (Rustico)

A total of one hundred and thirty-four (134) concrete cylinders and four (4) mortar cubes were tested for comprehensive strength.

#### **BENKELMAN BEAM**

The deflection testing program continued to provide information for overlay thickness design and the spring weight restriction program.

#### **PAVING AWARD**

Curran and Briggs Ltd. was the recipient of this year's paving award.

## **HIGHWAY PLANNING SECTION**

With termination of the Canada - Prince Edward Island ERDA Sub Agreement on Transportation Development, the Highway Planning Section began preparation of a comprehensive engineering and economic review of the work that had been carried out during the previous five years. Several projects undertaken as part of the Research and Analysis Program were completed during the year, including an examination of highway rehabilitation strategies and a feasibility study which investigated the data processing needs of the highway laboratory.

The Highway Planning Section participated extensively in negotiations that led to a new five year Cooperation Agreement on Transportation Development. The agreement includes \$1.5 million dollars in programs that will be administered by the Highway Planning Section.

In an attempt to address the growing problem of deteriorated highway infrastructure, the Section undertook a significant effort to develop a multi-year program of highway rehabilitation. A network of 700 kms were identified in the 3800 kms of paved highways in the province as arterial, collector, resource or scenic highways. With support from the department's Pavement Management System (PMS), a five year program to address current and anticipated network deficiencies was developed based on the use of several different rehabilitation techniques. The five year program will be updated on an annual basis.

The department began efforts during 1989-90 to learn more about trucking activity on the provincial highway system. Weigh-In Motion equipment was installed at four locations on the primary highway network to collect truck type and weight information from passing vehicles. The information collected is not suitable for vehicle weight enforcement, but is a very important input to pavement design and the information can be used to prepare schedules for various enforcement programs. Data collected from the four sites will also be used to support the department's participation in the U.S. and Canadian Strategic Highway Research Programs.

Functional planning and design work was undertaken for several projects that were scheduled for construction in 1990 including the Maypoint Road intersection in West Royalty and the Reads Corner Intersection in Wilmot. Design work was also carried out to support acquisition of property for the Charlottetown Perimeter Highway in West Royalty.

Traffic volumes in the greater Charlottetown area were observed to increase by approximately 10% over 1988 values. This abnormally high rate of increase is a cause for concern regarding highway capacity on the principal arterial highways that serve the region. Throughout the province, more moderate traffic growth in the order of 2 to 4 percent was observed at most of the departments 100 traffic observation points.

**TRAFFIC ENGINEERING SECTION**

## RIGN SHOP

As in the previous two years, silk-screening and painting operations were carried out in private sign shops. This enabled the work to be handled by three full-time and one part-time employees.

Production was up considerably over the previous year. The production of new signs totaled 7445. This breaks down as follows:

|                           |      |
|---------------------------|------|
| Silk Screened Signs ..... | 4966 |
| Directional Signs .....   | 316  |
| Street Name Signs .....   | 1103 |
| Community Signs .....     | 71   |
| Lettered Signs .....      | 129  |
| Barricades .....          | 180  |
| MISS, new .....           | 822  |
| MISS, replacements .....  | 166  |
| Total .....               | 7444 |

Signs leaving the Sign Shop were utilized as follows:

|                                             |             |
|---------------------------------------------|-------------|
| Department Sign Crews - Highway Signs ..... | 4667        |
| - HISS .....                                | 684         |
| Other Department Crews .....                | 424         |
| Municipalities .....                        | 203         |
| Construction Companies .....                | 83          |
| Others .....                                | 131         |
| <b>Total .....</b>                          | <b>6162</b> |

The Sign Shop continued to straighten and repair reusable signs and to recycle salvageable material from damaged signs. The Public Works Division continued to work on plans for a new Sign Shop with input from this section.

## HIGHWAY SIGNING

The Province's highway signage was maintained by three full-time and two part-time sign crews. The five summer crews and three winter crews provided maintenance of all highway signs by following daily schedules to cover all areas of the Province on a regular basis. As well as maintaining our highway signs they continued to sign detours and installed most hazard markers on construction sites. Their work related to the HISS installations is detailed separately.

During the summer of 1989, the sign maintenance yard was enlarged at the same time the new parking lot was built across from the Government Garage. A new chain-link fence was also installed. This expansion has allowed the traffic section to store all their materials in one area and to monitor the inventory more closely. Two new post-hole diggers were bought to replace existing, worn-out equipment.

The following is a list of materials used for the year:

|                                        |      |
|----------------------------------------|------|
| 2" x 4" cross members .....            | 500  |
| 4" x 4" posts .....                    | 205  |
| 5" x 5" posts .....                    | 1959 |
| U-flange posts .....                   | 2239 |
| Installation of standard signs .....   | 2874 |
| Installation of direction boards ..... | 316  |
| Installation of Community signs .....  | 71   |
| Installation of bump/curb signs .....  | 1972 |
| Signs repaired/re-erected .....        | 4157 |

Vandalism continued to be a problem at various times of the year in some areas of the Province. Halloween vandalism was relatively light but there were isolated instances of damage throughout the Province.

### HIGHWAY INFORMATION SIGNAGE SYSTEM

The Traffic Engineering Section erected, maintained and removed the HISS Standards and signs on highways. The manufacture of the signs continued in the Sign Shop.

All new installations this year were placed on steel telespar sign posts and anchorage systems.

The field work was performed by the five regional sign crews. These crews spent approximately three weeks in the spring erecting standards and signs, and three weeks in the fall dismantling standards and removing signs for winter storage. New signs were also erected by the sign crews, requiring approximately one day per crew weekly for the months of June, July and August.

There were 250 new steel standards erected. The program now has approximately 1300 standards and 2500 signs within the Province.

Because of the high turnover of applicants for this program, yearly signs no longer required in the system are stripped and reused. This year 450 of these sign blanks were stripped and put back in stock to be relettered for new applicants.

### HIGHWAY MARKING

Centreline markings were maintained on approximately 1600 km of highway using 107,000 L of yellow paint. Another 21,000 L of yellow paint were applied to approximately 150 km of newly constructed highways.

Approximately 23,300 L of white paint were applied to maintain 260 km of shoulderline. Another 6200 L were applied to 31 km of construction shoulderline on newly constructed highways.

The intersection marking crews applied 2800 L of white paint and 1140 L of yellow paint.

All paint was supplied by Northumberland Chemicals Inc. of Parkdale. ReflectORIZING the paint as it was applied required approximately 110,000 kg of glass beads. These were supplied by Charlottetown Metal Products.

Thermoplastic markings were placed in conjunction with new construction at the intersection of Route 1A and Route 107 in Wilmot.

## **HIGHWAY LIGHTING**

Maintenance of Low Pressure Sodium lights and bridge lighting in the Province was carried out under five maintenance contracts. Maintenance of traffic signals, flashing beacons, and other lighting was carried out as required.

Flashing beacons on heavy barricades were used at several locations for bridge construction, detours, etc.

The lighting on the Cardigan Bridge was replaced with three low pressure sodium lights on aluminum standards.

Low pressure sodium lights were installed at the intersection of the Trans Canada Highway and MacLennan Road in Hazelbrook and at the intersection of the Trans Canada Highway and Uigg Road in Orwell.

## **HIGHWAY DESIGN AND ACCESS CONTROL**

The demand for subdivision approval remained high during the year with over 70 subdivisions being considered in some stage of development. To facilitate the developers, a seminar was held in April to bring all the people or agencies together who are frequently involved in subdivision development. The seminar was organized by the Properties Section and included a presentation by the Traffic Engineering Section regarding street and intersection design.

The requests for development along provincial highways remained high with approximately 200 locations being examined for safe access and transportation related concerns. In an effort to emphasize concerns over access and highway safety, the Traffic Engineering Section prepared material for the Department's submission to the Royal Commission on the Land.

Safety improvements during the year included the cutting of trees and slope improvement at the intersection of Route 2 and 13 in Hunter River. The acquisition of land at this intersection by the Properties Section will have a significant effect on safety there. A design for improved parking, sidewalk and utility location was prepared to maintain the improved sight lines while permitting building improvements.

Other safety improvements included the purchase of an overhead structure and vehicle detection equipment for a unique truck warning sign on Route 1 in Crapaud. Improvements were also made to the bus bay previously built in Crapaud. Future intersection improvement was foreseen with the purchase of land at the intersection of Rte 2 and 218 in Tracadie Cross.

## **WORK ZONE SAFETY**

The Department provided technical inspection of work zones throughout the Province for six months during the construction and maintenance seasons. A seminar was held with The Road Builders Association to discuss safety concerns with the crews on highway rights-of-way. The handbook for highway signallers, produced by the Occupational Health and Safety Division and the associated slide presentation were used to provide initial training for new flag people.

The Traffic Engineering Section worked with the utility companies and the Occupational Health and Safety Division of the Department of Labour to develop new regulations regarding signallers. These proposed regulations were used as a basis for having Holland College set up a program for signaller training in the future.

## SCHEDULE OF TENDERS

### COOPERATION AGREEMENT TENDERS

#### CENTRAL ST. - C.F.B. INTERSECTION RTE. 2

Pave 3.42 km

Tenders Opened August 31, 1989

|                                 |            |
|---------------------------------|------------|
| Curran & Briggs Limited .....   | 136,770.00 |
| H.I. Construction Limited ..... | 166,300.00 |

Awarded to Curran & Briggs Limited

#### \* DOUGLAS RD. TO MACEWEN RD. RTE. 2 EAST

Subgrade & Pave 2.82 km

Tenders Opened July 27, 1989

|                                     |              |
|-------------------------------------|--------------|
| Curran & Briggs Limited .....       | 1,362,395.00 |
| Chapman Brothers Limited .....      | 1,315,800.00 |
| Kings County Construction Ltd. .... | 1,386,885.00 |
| Island Coastal Services Ltd .....   | 1,390,500.00 |

Awarded to Chapman Brothers Limited

#### BEDFORD RD. TO SUFFOLK RD. RTE. 2

Subgrade & Pave 3.28 km

Tenders Opened July 27, 1989

|                                       |            |
|---------------------------------------|------------|
| Curran & Briggs Limited .....         | 767,795.00 |
| Chapman Brothers Limited .....        | 784,250.00 |
| Island Coastal Services Limited ..... | 749,335.00 |

Awarded to Island Coastal Services Limited

#### CLERMONT RD. TOWARDS TRAVELLER'S REST RTE.2

Subgrade & Pave 2.04 km

Tenders Opened July 27, 1989

|                                 |            |
|---------------------------------|------------|
| Curran & Briggs Limited .....   | 564,795.00 |
| H.I. Construction Limited ..... | 550,975.00 |

Awarded to H.I. Construction Limited

#### SUMMERVILLE TO NEW PERTH RTE. 3

Pave 4.0 km

Tenders Opened July 27, 1989

|                                    |            |
|------------------------------------|------------|
| Curran & Briggs Limited .....      | 151,471.00 |
| Chapman Brothers Limited .....     | 156,980.00 |
| Matheson & MacMillan Limited ..... | 150,106.00 |

Awarded to Matheson & MacMillan Limited

#### T.C.H. - HAZELBROOK

Subgrade & Pave 2.24 km

Tenders Opened August 16, 1989

|                                       |            |
|---------------------------------------|------------|
| Chapman Brothers Limited .....        | 871,275.00 |
| Curran & Briggs Limited .....         | 716,595.00 |
| Island Coastal Services Limited ..... | 743,870.00 |

Awarded to Curran & Briggs Limited

#### BREADALBANE TEST SECTION RTE. 2

Subgrade & Pave 0.97 km

Tenders Opened August 16, 1989

|                                       |            |
|---------------------------------------|------------|
| Curran & Briggs Limited .....         | 150,401.00 |
| Island Coastal Services Limited ..... | 183,250.50 |

Awarded to Curran & Briggs Limited

\*1989 = 2.82 km

1990 = 3.62 km

## PROVINCIAL RE-CONSTRUCTION TENDERS

### SMALLMAN ROAD

Pave 1.27 km

Tenders Opened March 15, 1989

|                                      |           |
|--------------------------------------|-----------|
| H.I. Construction Limited .....      | 18,627.42 |
| Curran & Briggs Limited .....        | 21,514.10 |
| Awarded to H.I. Construction Limited |           |

### SHORE ROAD WEST POINT RTE.14

Pave 1.15 km

Tenders Opened March 15, 1989

|                                      |           |
|--------------------------------------|-----------|
| H.I. Construction Limited .....      | 17,291.90 |
| Curran & Briggs Limited .....        | 20,508.50 |
| Awarded to H.I. Construction Limited |           |

### SLEEPY HOLLOW ROAD

Pave 1.50 km

Tenders Opened March 15, 1989

|                                        |           |
|----------------------------------------|-----------|
| Island Construction Limited .....      | 31,665.00 |
| Dennis Construction Limited .....      | 31,330.00 |
| Curran & Briggs Limited .....          | 32,964.50 |
| Awarded to Dennis Construction Limited |           |

### COVEHEAD ROAD RTE. 25

Pave 2.00 km

Tender Opened March 15, 1989

|                                        |           |
|----------------------------------------|-----------|
| Island Construction Limited .....      | 43,150.00 |
| Awarded to Island Construction Limited |           |

### MUNNS ROAD RTE. 301

Pave 1.60 km

Tenders Opened March 15, 1989

|                                     |           |
|-------------------------------------|-----------|
| Chapman Brothers Limited .....      | 34,991.00 |
| Matheson & MacMillan Limited .....  | 37,693.00 |
| Awarded to Chapman Brothers Limited |           |

### O'LEARY ROAD RTE 142

Pave 1.30 km

Tenders Opened March 15, 1989

|                                      |           |
|--------------------------------------|-----------|
| H.I. Construction Limited .....      | 19,469.20 |
| Curran & Briggs Limited .....        | 24,935.30 |
| Awarded to H.I. Construction Limited |           |

### WILTSHIRE ROAD - WARREN GROVE RTE. 225

Pave 4.70 km

Tenders Opened March 15, 1989

|                                        |           |
|----------------------------------------|-----------|
| Chapman Brothers Limited .....         | 84,547.00 |
| Island Construction Limited .....      | 76,983.90 |
| Dennis Construction Limited .....      | 81,810.00 |
| Curran & Briggs Limited .....          | 83,722.70 |
| Awarded to Island Construction Limited |           |

### POWNAL ROAD RTE. 1A

Pave 5.50 km

Tenders Opened March 15, 1989

|                                        |            |
|----------------------------------------|------------|
| Chapman Brothers Limited .....         | 105,521.50 |
| Island Construction Limited .....      | 99,197.50  |
| Curran & Briggs Limited .....          | 118,076.50 |
| Awarded to Island Construction Limited |            |

**WEST EARNSCLIFFE ROAD**

Pave 1.60 km

Tenders Opened March 15, 1989

|                                   |           |
|-----------------------------------|-----------|
| Chapman Brothers Limited.....     | 30,955.00 |
| Matheson & MacMillan Limited..... | 33,578.50 |

Awarded to Chapman Brothers Limited

**ST. CHARLES ROAD RTE. 308**

Pave 2.00 km

Tenders Opened March 15, 1989

|                               |           |
|-------------------------------|-----------|
| Chapman Brothers Ltd.....     | 39,261.00 |
| Matheson & MacMillan Ltd..... | 44,585.00 |

Awarded to Chapman Brothers Limited

**ST. PETERS ROAD - PHASE I**

Subgrade &amp; Pave 0.90 km

Tenders Opened May 18, 1989

|                                      |            |
|--------------------------------------|------------|
| Curran & Briggs Limited.....         | 488,622.65 |
| Island Coastal Services Limited..... | 539,526.25 |

Awarded to Curran &amp; Briggs Limited

**O'LEARY RD. RTE. 142**

Subgrade &amp; Pave 1.60 km

Tenders Opened April 10, 1989

|                                |            |
|--------------------------------|------------|
| H.I. Construction Limited..... | 288,271.60 |
| Chapman Brothers Limited.....  | 315,384.05 |
| Curran & Briggs Limited.....   | 323,515.17 |

Awarded to H.I. Construction Limited

**ALBERTON-ELMSDALE RTE. 150**

Subgrade &amp; Pave 1.10 km

Tenders Opened April 10, 1989

|                                |            |
|--------------------------------|------------|
| H.I. Construction Limited..... | 198,240.00 |
| Curran & Briggs Limited.....   | 234,037.00 |

Awarded to H.I. Construction Limited

**WEST POINT & WEST POINT WHARF ROAD**

Pave 1.40 km

Tenders Opened April 10, 1989

|                                |           |
|--------------------------------|-----------|
| H.I. Construction Limited..... | 86,342.00 |
| Curran & Briggs Limited.....   | 96,039.90 |

Awarded to H.I. Construction Limited

**MALPEQUE ROAD RTE. 20**

Subgrade &amp; Pave 2.35 km

Tenders Opened April 10, 1989

|                                  |            |
|----------------------------------|------------|
| Dennis Construction Limited..... | 168,156.00 |
| Chapman Brothers Limited.....    | 167,425.50 |
| Curran & Briggs Limited.....     | 181,201.05 |

Awarded to Chapman Brothers Limited

**FIFTEEN POINT ROAD RTE 177**

Pave 2.10 km

Tenders Opened April 10, 1989

|                               |            |
|-------------------------------|------------|
| Chapman Brothers Limited..... | 131,439.00 |
| Curran & Briggs Limited.....  | 135,789.60 |

Awarded to Chapman Brothers Limited

**LOWER FREETOWN ROAD RTE 110**

Pave 2.72 km

Tenders Opened April 10, 1989

|                             |            |
|-----------------------------|------------|
| Dennis Construction Limited | 162,914.20 |
| Chapman Brothers Limited    | 164,600.02 |
| Curran & Briggs Limited     | 164,475.32 |

Awarded to Dennis Construction Limited

**GLASGOW ROAD RTE. 224**

Pave 5.00 km

Tenders Opened April 10, 1989

|                             |            |
|-----------------------------|------------|
| Island Construction Limited | 275,906.25 |
| Dennis Construction Limited | 287,287.50 |
| Chapman Brothers Limited    | 300,712.50 |

Awarded to Island Construction Limited

**WINSLOE ROAD RTE. 223**

Subgrade &amp; Pave 3.86 km

Tenders Opened April 10, 1989

|                             |            |
|-----------------------------|------------|
| Island Construction Limited | 284,156.75 |
| Dennis Construction Limited | 298,736.90 |
| Chapman Brothers Limited    | 312,587.40 |
| Curran & Briggs Limited     | 329,950.15 |

Awarded to Island Construction Limited

**FERNDAL DRIVE - SHERWOOD**

Subgrade &amp; Pave 0.57 km

Tenders Opened April 10, 1989

|                             |           |
|-----------------------------|-----------|
| Island Construction Limited | 79,557.00 |
| Dennis Construction Limited | 85,264.00 |

Awarded to Island Construction Limited

**OAK DRIVE - SHERWOOD**

Subgrade &amp; Pave 0.88 km

Tenders Opened April 10, 1989

|                             |            |
|-----------------------------|------------|
| Island Construction Limited | 107,124.75 |
| Dennis Construction Limited | 116,009.00 |

Awarded to Island Construction Limited

**LEWIS PT. PARK ROAD**

Pave 0.15 km

Tenders Opened April 10, 1989

|                             |           |
|-----------------------------|-----------|
| Island Construction Limited | 18,742.00 |
| Dennis Construction Limited | 19,782.25 |

Awarded to Island Construction Limited

**MACPHEE RD. & INTERSECTION**

Subgrade &amp; Pave 0.81 km

Tender Opened April 10, 1989

|                          |           |
|--------------------------|-----------|
| Chapman Brothers Limited | 79,745.00 |
|--------------------------|-----------|

Awarded to Chapman Brothers Limited

**RED HEAD WHARF RD.**

Pave 1.75 km

Tenders Opened April 10, 1989

|                              |            |
|------------------------------|------------|
| Matheson & MacMillan Limited | 112,390.75 |
| Chapman Brothers Limited     | 123,297.00 |

Awarded to Matheson &amp; MacMillan Limited

**PRIMROSE ROAD RTE. 311**

Pave 2.60 km

Tenders Opened April 10, 1989

Matheson &amp; MacMillan Limited ..... 162,468.00

Chapman Brothers Limited ..... 177,410.00

Awarded to Matheson &amp; MacMillan Limited

**HOWLAN ROAD RTE. 143**

Subgrade &amp; Pave 1.00 km

Tenders Opened April 10, 1989

H.I. Construction Limited ..... 107,500.00

Curran &amp; Briggs Limited ..... 114,112.00

Awarded to H.I. Construction Limited

**ELLERSLIE ROAD**

Pave 3.50 km

Tenders Opened April 10, 1989

H.I. Construction Limited ..... 201,812.00

Chapman Brothers Limited ..... 206,482.50

Curran &amp; Briggs Limited ..... 211,792.00

Awarded to H.I. Construction Limited

**BARLOW ROAD RTE. 12**

Pave 1.00 km

Tender Opened April 10, 1989

Curran &amp; Briggs Limited ..... 66,123.00

Awarded to Curran &amp; Briggs Limited

**LOT 16 ROAD RTE. 12**

Pave 1.00 km

Tender Opened April 10, 1989

Curran &amp; Briggs Limited ..... 63,418.50

Awarded to Curran &amp; Briggs Limited

**IRISHTOWN ROAD RTE. 101**

Subgrade &amp; Pave 4.20 km

Tenders Opened April 10, 1989

Dennis Construction Limited ..... 372,411.30

Chapman Brothers Limited ..... 384,596.30

Curran &amp; Briggs Limited ..... 390,712.60

Awarded to Dennis Construction Limited

**TRYON RD. (BROOKVALE) RTE. 13**

Subgrade &amp; Pave 2.96 km

Tenders Opened April 10, 1989

Dennis Construction Limited ..... 315,771.30

Chapman Brothers Limited ..... 319,327.70

Curran &amp; Briggs Limited ..... 317,959.08

Awarded to Dennis Construction Limited

**MEADOWBANK ROAD RTE. 19**

Pave 1.80 km

Tenders Opened April 10, 1989

Island Construction Limited ..... 129,923.50

Dennis Construction Limited ..... 131,246.30

Awarded to Island Construction Limited

**SHORE ROAD (WOOD ISLANDS) RTE. 4**

Pave 2.80 km

Tenders Opened April 10, 1989

Matheson &amp; MacMillan Limited ..... 178,107.00

Dennis Construction Limited ..... 191,080.00

Chapman Brothers Limited ..... 204,591.00

Awarded to Matheson &amp; MacMillan Limited

**CENTENNIAL DR. - SHERWOOD**

Subgrade &amp; Pave 0.42 km

Tenders Opened April 10, 1989

Island Construction Limited ..... 52,638.00

Dennis Construction Limited ..... 55,422.00

Awarded to Island Construction Limited

**NORTHBRIDGE PARKWAY**

Pave 0.43 km

Tenders Opened April 10, 1989

Island Construction Limited ..... 49,415.00

Dennis Construction Limited ..... 49,293.00

Awarded to Dennis Construction Limited

**THORNDALE DRIVE**

Subgrade &amp; Pave 0.44 km

Tenders Opened April 10, 1989

Island Construction Limited ..... 54,929.70

Dennis Construction Limited ..... 53,567.80

Awarded to Dennis Construction Limited

**ST. CHARLES ROAD RTE. 308**

Subgrade &amp; Pave 1.70 km

Tenders Opened April 10, 1989

Kings County Construction Limited ..... 195,345.50

Chapman Brothers Limited ..... 225,927.00

Awarded to Kings County Construction

**QUEENS ROAD RTE. 210**

Subgrade &amp; Pave 1.62 km

Tenders Opened April 10, 1989

Chapman Brothers Limited ..... 198,153.60

Kings County Construction ..... 151,124.30

Awarded to Kings County Construction

**SHORE ROAD (HIGHBANK) RTE. 4 & 18**

Pave 5.70 km

Tenders Opened April 10, 1989

Matheson &amp; MacMillan Limited ..... 348,207.00

Dennis Construction Limited ..... 380,712.00

Chapman Brothers Limited ..... 378,522.00

Awarded to Matheson &amp; MacMillan Limited

**MONTAGUE MAIN ST. RTE. 4**

Pave 0.71 km

Tenders Opened April 10, 1989

Matheson &amp; MacMillan Limited ..... 52,858.00

Chapman Brothers Limited ..... 54,253.60

Awarded to Matheson &amp; MacMillan Limited

**MILL RIVER EAST RTE. 145**

Subgrade & Pave 3.00 km  
Tenders Opened May 16, 1989

|                                    |            |
|------------------------------------|------------|
| Curran & Briggs Limited .....      | 299,319.00 |
| H.I. Construction Limited .....    | 309,690.00 |
| Ramsay Washed Gravel .....         | 318,015.00 |
| Awarded to Curran & Briggs Limited |            |

**SOUTHWEST LOT 16 ROAD RTE. 12**

Pave 1.10 km  
Tenders Opened May 16, 1989

|                                    |           |
|------------------------------------|-----------|
| Curran & Briggs Limited .....      | 67,883.80 |
| H.I. Construction Limited .....    | 78,107.00 |
| Awarded to Curran & Briggs Limited |           |

**RUSTICO ROAD RTE. 7**

Subgrade & Pave 3.90 km  
Tenders Opened May 16, 1989

|                                     |            |
|-------------------------------------|------------|
| Chapman Brothers Limited .....      | 315,011.20 |
| Curran & Briggs Limited .....       | 321,521.20 |
| Island Construction Limited .....   | 328,298.00 |
| Dennis Construction Limited .....   | 330,044.20 |
| Awarded to Chapman Brothers Limited |            |

**BRACKLEY PT. ROAD RTE. 15**

Subgrade & Pave 4.68 km  
Tenders Opened May 16, 1989

|                                     |            |
|-------------------------------------|------------|
| Chapman Brothers Limited .....      | 394,652.00 |
| Island Construction Limited .....   | 403,514.00 |
| Dennis Construction Limited .....   | 412,278.50 |
| Curran & Briggs Limited .....       | 413,011.00 |
| Awarded to Chapman Brothers Limited |            |

**INGSWOOD DRIVE - SHERWOOD**

Subgrade & Pave 0.48 km  
Tenders Opened May 16, 1989

|                                        |           |
|----------------------------------------|-----------|
| Island Construction Limited .....      | 58,935.50 |
| Dennis Construction Limited .....      | 59,036.00 |
| Awarded to Island Construction Limited |           |

**MULBERRY DRIVE - SHERWOOD**

Subgrade & Pave 0.25 km  
Tenders Opened May 16, 1989

|                                        |           |
|----------------------------------------|-----------|
| Island Construction Limited .....      | 31,641.25 |
| Dennis Construction Limited .....      | 32,067.50 |
| Awarded to Island Construction Limited |           |

**HEMLOCK DRIVE - SHERWOOD**

Subgrade & Pave 0.22 km  
Tenders Opened May 16, 1989

|                                        |           |
|----------------------------------------|-----------|
| Dennis Construction Limited .....      | 29,544.00 |
| Island Construction Limited .....      | 29,793.00 |
| Awarded to Dennis Construction Limited |           |

**ELLEN CREEK DR. - WEST ROYALTY**

Subgrade &amp; Pave 0.24 km

Tenders Opened May 16, 1989

Dennis Construction Limited

30,723.00

Island Construction Limited

32,101.00

Awarded to Dennis Construction Limited

**MARTINVALE ROAD RTE. 321**

Pave 1.40 km

Tenders Opened May 16, 1989

Chapman Brothers Limited

83,005.00

Matheson &amp; MacMillan Limited

85,345.00

Awarded to Chapman Brothers Limited

**ANNANDALE ROAD RTE. 310**

Pave 1.30 km

Tenders Opened May 16, 1989

Chapman Brothers Limited

81,542.50

Matheson &amp; MacMillan Limited

82,160.50

Awarded to Chapman Brothers Limited

**SHORE ROAD (CAPE WOLFE) RTE. 14**

Subgrade &amp; Pave 2.52 km

Tenders Opened May 16, 1989

Curran &amp; Briggs Limited

183,501.30

H.I. Construction Limited

186,976.20

Awarded to Curran &amp; Briggs Limited

**EAST DRIVE - ST. ELEANORS**

Pave 0.79 km

Tenders Opened May 16, 1989

Curran &amp; Briggs Limited

43,602.10

H.I. Construction Limited

57,769.50

Awarded to Curran &amp; Briggs Limited

**YORK POINT ROAD RTE. 248**

Subgrade &amp; Pave 2.00 km

Tenders Opened May 16, 1989

Chapman Brothers Limited

233,332.00

Island Construction Limited

245,032.00

Curran &amp; Briggs Limited

248,484.70

Awarded to Chapman Brothers Limited

**KENLEA DRIVE - SHERWOOD**

Subgrade &amp; Pave 0.50 km

Tenders Opened May 16, 1989

Island Construction Limited

61,357.50

Dennis Construction Limited

62,000.00

Awarded to Island Construction Limited

**GREENSVIEW DRIVE - SHERWOOD**

Pave 0.80 km

Tenders Opened May 16, 1989

Island Construction Limited

50,380.00

Dennis Construction Limited

52,460.00

Awarded to Island Construction Limited

**FERNGARDEN DRIVE - SHERWOOD**

Subgrade & Pave 0.20 km  
Tenders Opened May 16, 1989

|                                        |           |
|----------------------------------------|-----------|
| Dennis Construction Limited .....      | 25,620.00 |
| Island Construction Limited .....      | 26,890.00 |
| Awarded to Dennis Construction Limited |           |

**SCOTT STREET - WEST ROYALTY**

Subgrade & Pave 0.40 km  
Tenders Opened May 16, 1989

|                                        |           |
|----------------------------------------|-----------|
| Island Construction Limited .....      | 47,875.00 |
| Dennis Construction Limited .....      | 48,688.00 |
| Awarded to Island Construction Limited |           |

**GREEN STREET - SOURIS**

Subgrade & Pave 0.34 km  
Tender Opened May 16, 1989

|                                     |           |
|-------------------------------------|-----------|
| Chapman Brothers Limited .....      | 48,001.70 |
| Awarded to Chapman Brothers Limited |           |

**STURGEON ROAD RTE. 17**

Pave 1.10 km  
Tenders Opened May 16, 1989

|                                         |           |
|-----------------------------------------|-----------|
| Matheson & MacMillan .....              | 71,860.00 |
| Chapman Brothers Limited .....          | 76,295.00 |
| Awarded to Matheson & MacMillan Limited |           |

**MUNNS ROAD RTE. 301**

Subgrade & Pave 1.94 km  
Tenders Opened May 16, 1989

|                                         |            |
|-----------------------------------------|------------|
| Chapman Brothers Limited .....          | 264,700.00 |
| Kings County Construction Limited ..... | 309,105.00 |
| Awarded to Chapman Brothers Limited     |            |

**PROVINCIAL PAVING TENDERS****BEACH GROVE ROAD**

Pave 1.50 km  
Tenders Opened March 15, 1989

|                                        |           |
|----------------------------------------|-----------|
| Island Construction Limited .....      | 95,737.50 |
| Dennis Construction Limited .....      | 90,620.00 |
| Curran & Briggs Limited .....          | 99,380.50 |
| Awarded to Dennis Construction Limited |           |

**NELLIGAN ROAD**

Pave 0.73 km  
Tender Opened June 02, 1989

|                                      |           |
|--------------------------------------|-----------|
| H.I. Construction Limited .....      | 42,752.58 |
| Awarded to H.I. Construction Limited |           |

**HIGGINS WHARF ROAD**

Pave 0.90 km  
Tender Opened June 02, 1989

|                                    |           |
|------------------------------------|-----------|
| Curran & Briggs Limited .....      | 49,914.60 |
| Awarded to Curran & Briggs Limited |           |

**ST. PATRICKS ROAD**

Pave 1.0 km

Tender Opened June 02, 1989

|                                    |           |
|------------------------------------|-----------|
| Curran & Briggs Limited .....      | 58,326.00 |
| Awarded to Curran & Briggs Limited |           |

**BELLEVUE COVE ROAD**

Pave 0.30 km

Tender Opened June 02, 1989

|                                        |           |
|----------------------------------------|-----------|
| Island Construction Limited .....      | 20,754.00 |
| Awarded to Island Construction Limited |           |

**GOWAN BRAE ROAD**

Subgrade 2.00 km

Tenders Opened June 02, 1989

|                                     |           |
|-------------------------------------|-----------|
| Chapman Brothers Limited .....      | 75,565.00 |
| Kings County Construction .....     | 86,960.00 |
| Kenny's Backhoeing Limited .....    | 86,160.00 |
| Curran & Briggs Limited .....       | 93,125.00 |
| Awarded to Chapman Brothers Limited |           |

**BURNT POINT ROAD**

Subgrade 0.35 km

Tenders Opened June 02, 1989

|                                     |           |
|-------------------------------------|-----------|
| Chapman Brothers Limited .....      | 13,136.00 |
| Kenny's Backhoeing Limited .....    | 13,509.00 |
| Kings County Construction .....     | 13,508.00 |
| Awarded to Chapman Brothers Limited |           |

**WARREN ROAD**

Pave 0.49 km

Tender Opened June 02, 1989

|                                      |           |
|--------------------------------------|-----------|
| H.I. Construction Limited .....      | 29,026.74 |
| Awarded to H.I. Construction Limited |           |

**ST. NICHOLAS ROAD**

Pave 1.47 km

Tender Opened June 02, 1989

|                                    |           |
|------------------------------------|-----------|
| Curran & Briggs Limited .....      | 63,679.40 |
| Awarded to Curran & Briggs Limited |           |

**EAST ROYALTY ROAD**

Subgrade &amp; Pave 1.00 km

Tenders Opened June 02, 1989

|                                        |            |
|----------------------------------------|------------|
| Island Construction Limited .....      | 107,435.00 |
| Chapman Brothers Limited .....         | 110,675.00 |
| Awarded to Island Construction Limited |            |

**OLD CARDIGAN ROAD**

Subgrade 1.00 km

Tenders Opened June 02, 1989

|                                       |           |
|---------------------------------------|-----------|
| Kenny's Backhoeing Limited .....      | 55,778.00 |
| Chapman Brothers Limited .....        | 61,864.00 |
| Kings County Construction .....       | 68,110.00 |
| Awarded to Kenny's Backhoeing Limited |           |

**GREEK RIVER ROAD**

Subgrade &amp; Pave 0.94 km

Tenders Opened June 02, 1989

|                                    |           |
|------------------------------------|-----------|
| Matheson & MacMillan Limited ..... | 80,160.80 |
| Chapman Brothers Limited .....     | 85,145.90 |

Awarded to Matheson &amp; MacMillan Limited

**BRIDGE TENDERS****HILLSBORO RIVER BRIDGE (MAINTENANCE)**

Tenders Opened June 22, 1989

|                                       |              |
|---------------------------------------|--------------|
| Duron Atlantic Limited .....          | 1,036,993.80 |
| Island Coastal Services Limited ..... | 1,058,398.00 |
| Parker Brothers Limited .....         | 1,452,500.00 |

Awarded to Duron Atlantic Limited

**DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS**  
Province of Prince Edward Island

**STATEMENT OF ORDINARY EXPENDITURES**  
Year Ending March 31, 1990

**GENERAL ADMINISTRATION DIVISION**

|                                    |         |         |
|------------------------------------|---------|---------|
| Salaries .....                     | 483,412 |         |
| Office Supplies & Postage .....    | 21,168  |         |
| Tel & Tel .....                    | 103,506 |         |
| Miscellaneous .....                | 2,759   |         |
| Equipment .....                    | 5,692   |         |
| Maintenance & Repairs .....        | 2,758   |         |
| Travel .....                       | 27,408  |         |
| Total General Administration ..... |         | 646,703 |

**HIGHWAY DIVISION**

**MAINTENANCE ADMINISTRATION**

|                                        |         |           |
|----------------------------------------|---------|-----------|
| Salaries .....                         | 941,332 |           |
| Tel & Tel .....                        | 14,135  |           |
| Equipment .....                        | 30,001  |           |
| Travel .....                           | 251,017 |           |
| Total Maintenance Administration ..... |         | 1,236,485 |

**MAINTENANCE OF UNPAVED ROADS**

**Prince County**

|                           |         |         |
|---------------------------|---------|---------|
| Prince 1 .....            | 112,392 |         |
| Prince 2 .....            | 69,291  |         |
| Prince 3 .....            | 62,113  |         |
| Prince 4 .....            | 66,860  |         |
| Total Prince County ..... |         | 310,656 |

**Queens County**

|                           |         |         |
|---------------------------|---------|---------|
| Queens 1 .....            | 104,514 |         |
| Queens 2 .....            | 79,815  |         |
| Queens 3 .....            | 85,156  |         |
| Queens 4 .....            | 65,643  |         |
| Queens 5 & 6 .....        | 104,333 |         |
| Total Queens County ..... |         | 439,461 |

**Kings County**

|                                          |         |           |
|------------------------------------------|---------|-----------|
| Kings 1 .....                            | 100,325 |           |
| Kings 2 .....                            | 68,110  |           |
| Kings 3 .....                            | 63,331  |           |
| Kings 4 .....                            | 68,604  |           |
| Kings 5 .....                            | 103,476 |           |
| Total Kings County .....                 | 403,846 |           |
| Total Maintenance of Unpaved Roads ..... |         | 1,153,963 |

**MAINTENANCE OF PAVED ROADS**

|                                        |                  |           |
|----------------------------------------|------------------|-----------|
| Prince County .....                    | 2,094,548        |           |
| Queens County .....                    | 3,458,487        |           |
| Kings County .....                     | <u>1,863,950</u> |           |
| Total Maintenance of Paved Roads ..... |                  | 6,016,985 |

**BUSH CONTROL**

|                                  |                |         |
|----------------------------------|----------------|---------|
| Bush Control Prince County ..... | 139,647        |         |
| Bush Control Queens County ..... | 140,578        |         |
| Bush Control Kings County .....  | <u>174,057</u> |         |
| Total Bush Control .....         |                | 454,282 |

**RIGHT-OF-WAY**

|                                  |               |         |
|----------------------------------|---------------|---------|
| Right-of-Way Prince County ..... | 135,441       |         |
| Right-of-Way Queens County ..... | 99,912        |         |
| Right-of-Way Kings County .....  | <u>93,308</u> |         |
| Total Right-of-Way .....         |               | 328,661 |

**MAINTENANCE OF BRIDGES**

|                                    |               |         |
|------------------------------------|---------------|---------|
| Wages .....                        | 78,455        |         |
| Materials & Supplies .....         | 82,636        |         |
| Contract Service .....             | <u>44,847</u> |         |
| Total Maintenance of Bridges ..... |               | 205,938 |

**SNOW REMOVAL**

|                            |                  |           |
|----------------------------|------------------|-----------|
| Wages .....                | 860,122          |           |
| Materials & Supplies ..... | 441,782          |           |
| Contract Services .....    | <u>4,763,181</u> |           |
| Total Snow Removal .....   |                  | 6,065,085 |

**SANDING & SALTING**

|                               |                  |           |
|-------------------------------|------------------|-----------|
| Wages .....                   | 1,100,614        |           |
| Materials & Supplies .....    | <u>3,162,223</u> |           |
| Total Sanding & Salting ..... |                  | 4,262,837 |

**TRAFFIC ENGINEERING**

|                                 |                |           |
|---------------------------------|----------------|-----------|
| Data & Design .....             | 110,310        |           |
| Sign Shop .....                 | 213,858        |           |
| Highway Signage .....           | 345,236        |           |
| Information Signing .....       | 118,400        |           |
| Highway Marking .....           | 631,325        |           |
| Traffic Operations .....        | 157,982        |           |
| Traffic Administration .....    | <u>394,575</u> |           |
| Total Traffic Engineering ..... |                | 1,971,686 |

**MECHANICAL-GOVERNMENT GARAGE**

|                                       |                |            |
|---------------------------------------|----------------|------------|
| Salaries .....                        | 4,912,258      |            |
| Equipment .....                       | 99,406         |            |
| Material & Supplies .....             | 3,163,106      |            |
| Contract Services .....               | 17,830         |            |
| Travel .....                          | 92,063         |            |
| Telephone, Radios & Taxes .....       | <u>225,458</u> |            |
| Total Mechanical Branch .....         |                | 8,510,121  |
| TOTAL HIGHWAYS DIVISION ACCOUNT ..... |                | 32,206,043 |

## **HIGHWAY SAFETY DIVISION**

### **ADMINISTRATION**

|                      |         |         |
|----------------------|---------|---------|
| Salaries & Wages     | 219,306 |         |
| Tel & Tel            | 38,999  |         |
| Contract Services    | 33,170  |         |
| Material & Supplies  | 10      |         |
| Travel               | 17,750  |         |
| Total Administration |         | 309,235 |

### **PROMOTION OF HIGHWAY SAFETY**

|                                   |         |         |
|-----------------------------------|---------|---------|
| Salaries                          | 445,387 |         |
| Office Supplies                   | 10,546  |         |
| Materials & Supplies              | 119,501 |         |
| Equipment                         | 6,483   |         |
| Consultant                        | 2,358   |         |
| Travel                            | 57,269  |         |
| Total Promotion of Highway Safety |         | 641,544 |

### **REGISTRATION & LICENSING**

|                                |         |         |
|--------------------------------|---------|---------|
| Salaries                       | 421,747 |         |
| Office Supplies & Postage      | 22,621  |         |
| Equipment                      | 16,662  |         |
| Material & Supplies            | 112,062 |         |
| Travel                         | 3,688   |         |
| Total Registration & Licensing |         | 576,780 |

### **RECORDS**

|               |         |         |
|---------------|---------|---------|
| Salaries      | 131,561 |         |
| Total Records |         | 131,561 |

### **SUMMERSIDE**

|                  |         |         |
|------------------|---------|---------|
| Salaries         | 209,092 |         |
| Travel           | 1,498   |         |
| Total Summerside |         | 210,590 |

### **HIGHWAY SCALES**

|                      |         |         |
|----------------------|---------|---------|
| Materials & Supplies | 33,274  |         |
| Equipment            | 14,398  |         |
| Contract Services    | 4,765   |         |
| Salaries             | 283,435 |         |
| Travel               | 7,268   |         |
| Total Highway Scale  |         | 343,140 |

|                             |  |           |
|-----------------------------|--|-----------|
| TOTAL HIGHWAY SAFETY BRANCH |  | 2,212,850 |
|-----------------------------|--|-----------|

## **SERVICES BRANCH**

### **AUDIO VISUAL SERVICES CENTRE**

|                   |         |  |
|-------------------|---------|--|
| Salaries          | 202,517 |  |
| Travel            | 2,759   |  |
| Equipment         | 9,995   |  |
| Equipment Repairs | 27,500  |  |

|                                          |        |         |
|------------------------------------------|--------|---------|
| Audio Visual - Photography               |        |         |
| Salaries .....                           | 46,318 |         |
| Travel .....                             | 1,998  |         |
| Materials & Supplies .....               | 13,994 |         |
| Equipment .....                          | 8,045  |         |
| Total Audio Visual Services Centre ..... |        | 313,126 |

#### POSTAL SERVICES

|                                                |         |           |
|------------------------------------------------|---------|-----------|
| Salaries .....                                 | 101,126 |           |
| Postage .....                                  | 891,229 |           |
| Contract Services .....                        | 32,003  |           |
| Travel .....                                   | 183     |           |
| Repairs, Maintenance, Equipment & Rental ..... | 30,558  |           |
| Total Postal Services .....                    |         | 1,055,099 |

#### INFORMATION SERVICES

|                                  |        |         |
|----------------------------------|--------|---------|
| Salaries .....                   | 88,080 |         |
| Travel .....                     | 215    |         |
| Tel & Tel. ....                  | 47,875 |         |
| Field Equipment & Supplies ..... | 6,268  |         |
| Office & General .....           | 13,688 |         |
| Total Information Services ..... |        | 156,126 |

#### PRINTING SERVICES

|                                      |           |           |
|--------------------------------------|-----------|-----------|
| Salaries .....                       | 492,117   |           |
| Travel .....                         | 2,453     |           |
| New Equipment .....                  | 33,233    |           |
| Material & Supplies .....            | 568,185   |           |
| Reproduction Equipment Rentals ..... | 243,220   |           |
| Total Printing Services .....        | 1,339,208 |           |
| TOTAL SERVICES BRANCH .....          |           | 2,863,559 |

#### BUILDINGS DIVISION

##### BUILDING ADMINISTRATION

|                                     |        |        |
|-------------------------------------|--------|--------|
| Salaries .....                      | 85,859 |        |
| Travel .....                        | 1,408  |        |
| Total Building Administration ..... |        | 87,267 |

##### ENERGY CONSERVATION PILOT PROJECT

|                                     |        |         |
|-------------------------------------|--------|---------|
| Salaries .....                      | 86,540 |         |
| Travel .....                        | 6,463  |         |
| Equipment .....                     | 1,183  |         |
| Material & Supplies .....           | 1,915  |         |
| Total Energy Conservation .....     | 96,101 |         |
| Total Building Administration ..... |        | 183,368 |

##### CONSTRUCTION ADMINISTRATION

|                                                 |         |         |
|-------------------------------------------------|---------|---------|
| Salaries .....                                  | 231,235 |         |
| Travel .....                                    | 12,617  |         |
| Technical & Drafting Equipment & Supplies ..... | 2,999   |         |
| Total Construction Administration - Bldgs. .... |         | 246,851 |

**MAINTENANCE ADMINISTRATION - BUILDING**

|                                        |         |         |
|----------------------------------------|---------|---------|
| Salaries .....                         | 700,893 |         |
| Administration .....                   | 5,783   |         |
| Travel .....                           | 48,641  |         |
| Material & Supplies .....              | 32,619  |         |
| Total Maintenance Administration ..... |         | 787,936 |

**MAINTENANCE OF BUILDINGS**

|                                                         |           |           |
|---------------------------------------------------------|-----------|-----------|
| Basin Head Museum .....                                 | 12,510    |           |
| Beach Grove Infirmary .....                             | 419,061   |           |
| Belmont St. Warehouse .....                             | 11,507    |           |
| Brudenell Complex .....                                 | 206,000   |           |
| Bunbury Nursery .....                                   | 48,145    |           |
| Cavendish VIC .....                                     | 22,412    |           |
| Coles Building .....                                    | 97,467    |           |
| Colville Manor .....                                    | 60,980    |           |
| Court House Alberton .....                              | 14,176    |           |
| Dr. Eric Fould Health Centre .....                      | 461,046   |           |
| Elmira Railway Station .....                            | 19,854    |           |
| 40 Great George St. Customs House .....                 | 85,184    |           |
| Georgetown Youth Centre .....                           | 23,212    |           |
| Government House .....                                  | 280,889   |           |
| Greenhouse & Header House - Hurry Road .....            | 28,084    |           |
| Green Park Historic Site .....                          | 2,314     |           |
| Health Centre, Summerside .....                         | 79,232    |           |
| Hillsboro Hospital .....                                | 705,261   |           |
| Jones Building .....                                    | 484,537   |           |
| Kings Co. Court House & Jail .....                      | 20,266    |           |
| Kings Co. Forestry Depot .....                          | 9,988     |           |
| Lady Slipper Visitors Centre .....                      | 23,695    |           |
| MacMillan Building .....                                | 566,186   |           |
| Maplewood Manor .....                                   | 45,607    |           |
| Montague Office Complex .....                           | 47,359    |           |
| Orwell Cove Museum .....                                | 11,697    |           |
| Portable Classrooms .....                               | 79,555    |           |
| Portage VIC .....                                       | 4,071     |           |
| Prince Co. Forestry Depot .....                         | 13,225    |           |
| Prince Co. Court House & Jail .....                     | 143,772   |           |
| Prince Edward Home .....                                | 944,557   |           |
| Province House .....                                    | 132,151   |           |
| Province House Annex .....                              | 48,991    |           |
| Riverview Manor .....                                   | 19,317    |           |
| Scalehouse-Borden & Wood Islands .....                  | 8,398     |           |
| Shaw & Sullivan Building .....                          | 2,294,478 |           |
| Sherwood Hospital .....                                 | 47,888    |           |
| Sleepy Hollow Correctional Centre .....                 | 205,901   |           |
| Southern Kings Highway Depot .....                      | 11,861    |           |
| Southern Kings & Queens Regional Services Centres ..... | 48,867    |           |
| Summerside Youth Centre .....                           | 213,071   |           |
| Travel Bureau - Wood Islands .....                      | 31,449    |           |
| Travel Bureau - Brackley .....                          | 7,613     |           |
| Tourist Interpretive Centre - Poole's Corner .....      | 36,618    |           |
| Tyne Valley Youth Centre .....                          | 22,406    |           |
| Veterinary Building - O'Leary .....                     | 24,117    |           |
| West Prince Regional Services Centre .....              | 76,816    |           |
| Total Maintenance of Buildings .....                    |           | 8,201,791 |
| TOTAL MAINTENANCE OF BUILDINGS BRANCH .....             |           | 8,989,727 |

## ACCOMMODATIONS

### Accommodation - Administration

|                                          |        |        |
|------------------------------------------|--------|--------|
| Salaries .....                           | 52,428 |        |
| Total Accommodation Administration ..... |        | 52,428 |

### Rent or Leased Premises

|                                                  |           |           |
|--------------------------------------------------|-----------|-----------|
| Airport - VIC .....                              | 7,686     |           |
| Albany Warehouse .....                           | 15,000    |           |
| Aulac - VIC .....                                | 9,646     |           |
| Cambridge Building .....                         | 189,411   |           |
| Caribour VIC .....                               | 4,272     |           |
| Cavendish Cottage .....                          | 7,958     |           |
| Concorde Bldg .....                              | 116,521   |           |
| Davies Law Courts .....                          | 821,582   |           |
| Eastern Kings Health Centre .....                | 2,765     |           |
| Eastern Kings Reg. Ser. Centre .....             | 87,876    |           |
| East Prince Reg. Ser. Centre .....               | 193,436   |           |
| Evangeline Health Centre .....                   | 9,578     |           |
| Farm Centre .....                                | 23,014    |           |
| Fisheries Warehouse .....                        | 37,830    |           |
| Heartz-O'Halloran Bldg. ....                     | 24,066    |           |
| Holland College Royalty Centre .....             | 45,603    |           |
| Island Transit .....                             | 22,570    |           |
| Johnston Building .....                          | 63,396    |           |
| Kensington Community Centre .....                | 5,160     |           |
| Kings County Memorial Hospital .....             | 6,435     |           |
| O'Leary Community Hospital .....                 | 12,516    |           |
| O'Leary Dental Clinic .....                      | 2,276     |           |
| PEI Liquor Control Commission - Borden VIC ..... | 18,585    |           |
| Prince County Hospital .....                     | 4,008     |           |
| Research Station .....                           | 195,140   |           |
| Royalty Mall .....                               | 255,776   |           |
| Souris Hospital .....                            | 31,086    |           |
| Souris Town Hall .....                           | 297       |           |
| St. Paul's Rectory .....                         | 19,979    |           |
| Sherwood Fire Hall .....                         | 178,313   |           |
| Stanhope VIC .....                               | 946       |           |
| Summerside Waterfront Dev. Corp. ....            | 81,785    |           |
| Albert Thomas Building .....                     | 71,070    |           |
| Tignish Health Co-op .....                       | 4,503     |           |
| Total Rent or Leased Properties .....            | 2,570,535 |           |
| Total Accommodation & Leased Properties .....    |           | 2,622,963 |

### PROPERTIES & SURVEYS

|                                                                   |         |            |
|-------------------------------------------------------------------|---------|------------|
| Salaries .....                                                    | 418,635 |            |
| Travel .....                                                      | 30,808  |            |
| Material & Supplies .....                                         | 55,994  |            |
| Prop. Taxes on Prov.-Owned Property .....                         | 14,014  |            |
| Field Equipment & Supplies .....                                  | 4,658   |            |
| Control Survey Network Maint. Legal Fees & Contract<br>Serv. .... | 5,570   |            |
| Total Properties & Surveys .....                                  |         | 529,679    |
| TOTAL BUILDINGS BRANCH .....                                      |         | 12,572,588 |

## TRANSPORTATION DIVISION

### **ADMINISTRATION**

|                                           |         |         |
|-------------------------------------------|---------|---------|
| Salaries .....                            | 70,566  |         |
| Travel .....                              | 9,227   |         |
| Office & General .....                    | 490     |         |
| Material & Supplies .....                 | 842     |         |
| Transportation Advisory Services .....    | 3,655   |         |
| Contract Services .....                   | 131,829 |         |
| Total Transportation Administration ..... |         | 216,609 |

### **ISLAND TRANSIT**

|                                     |        |                |
|-------------------------------------|--------|----------------|
| Salaries .....                      | 56,627 |                |
| Travel .....                        | 138    |                |
| Office Equipment .....              | 248    |                |
| Tel & Tel .....                     | 1,296  |                |
| Material & Supplies .....           | 44,661 |                |
| Total Island Transit .....          |        | 102,970        |
| TOTAL TRANSPORTATION DIVISION ..... |        | <u>319,579</u> |

|                                                                               |  |                   |
|-------------------------------------------------------------------------------|--|-------------------|
| TOTAL DEPARTMENT OF TRANSPORTATION<br>AND PUBLIC WORKS ORDINARY ACCOUNT ..... |  | <u>50,821,322</u> |
|-------------------------------------------------------------------------------|--|-------------------|

**DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS**  
**Province of Prince Edward Island**

**CAPITAL EXPENDITURES**  
**Year Ending March 31, 1990**

**HIGHWAY CONSTRUCTION DIVISION**

**ADMINISTRATION**

|                                                |         |                |
|------------------------------------------------|---------|----------------|
| Salaries & Wages .....                         | 974,383 |                |
| Travel .....                                   | 3,495   |                |
| Miscellaneous .....                            | 2,887   |                |
| <b>TOTAL CONSTRUCTION ADMINISTRATION .....</b> |         | <b>980,765</b> |

**CULVERT C/A**

|                                 |         |                  |
|---------------------------------|---------|------------------|
| Prince County .....             | 282,266 |                  |
| Queens County .....             | 563,535 |                  |
| Kings County .....              | 182,641 |                  |
| <b>TOTAL CULVERTS C/A .....</b> |         | <b>1,028,442</b> |

**BRIDGES C/A**

**Prince County**

|                                  |           |                  |
|----------------------------------|-----------|------------------|
| Abidauz Bridge, Tryon .....      | 71,268    |                  |
| Bloomfield .....                 | 12,151    |                  |
| Coleman Bridge .....             | 1,039,397 |                  |
| Dunk River Bridge .....          | 58,550    |                  |
| Enmore .....                     | 16,580    |                  |
| Leard's Pond .....               | 38,867    |                  |
| Milo Arch .....                  | 57,095    |                  |
| Newton Arch .....                | 5,473     |                  |
| Wilmot Bridge .....              | 111,191   |                  |
| <b>Total Prince County .....</b> |           | <b>1,410,572</b> |

**Queens County**

|                                         |         |                |
|-----------------------------------------|---------|----------------|
| Bonshaw Bridge .....                    | 10,530  |                |
| Breadalbane Arch .....                  | 14,796  |                |
| Crooked Creek .....                     | 49,272  |                |
| Garfield East Road .....                | 19,465  |                |
| Hillsboro Bridge .....                  | 160,850 |                |
| Kelly's Cross .....                     | 14,045  |                |
| Mount Stewart Bridge .....              | 11,773  |                |
| North River Causeway .....              | 2,900   |                |
| Old West River Bridge .....             | 63,663  |                |
| Old West River Causeway .....           | 86,565  |                |
| Pinette Causeway .....                  | 2,900   |                |
| Pisquid River Bridge .....              | 16,324  |                |
| Vernon River Causeway .....             | 2,900   |                |
| Victoria Causeway .....                 | 2,900   |                |
| West River Causeway (New Opening) ..... | 25,541  |                |
| <b>Total Queens County .....</b>        |         | <b>484,424</b> |

**Kings County**

|                                  |        |           |
|----------------------------------|--------|-----------|
| Cardigan Bridge .....            | 61,305 |           |
| Fortune .....                    | 4,582  |           |
| Leard's Pond, Lorne Valley ..... | 595    |           |
| Martinvale Arch .....            | 70,087 |           |
| North Lake .....                 | 8,553  |           |
| Savage Harbour Bridge .....      | 90,487 |           |
| Sturgeon Bridge .....            | 3,461  |           |
| Total Kings County .....         |        | 239,070   |
| Bridges Miscellaneous C/A .....  |        | 219,364   |
| TOTAL BRIDGES C/A .....          |        | 2,353,430 |

**COOPERATION AGREEMENT**

|                                                        |         |           |
|--------------------------------------------------------|---------|-----------|
| CFB Intersection - Central Street .....                | 218,745 |           |
| Cherry Valley-Millview .....                           | 24,705  |           |
| Clermont Rd-Traveller's Rest .....                     | 700,482 |           |
| Douglas Street-MacEwen Rd, Rte 2 .....                 | 655,823 |           |
| Hazelbrook-TCH .....                                   | 842,064 |           |
| Middleton - Central Bedeque .....                      | 19,587  |           |
| Rollo Bay - St. Charles .....                          | 20,000  |           |
| Suffolk Rd-Bedford Rd .....                            | 977,521 |           |
| Suffold Rd-York Rd .....                               | 69,977  |           |
| Summerville - New Perth .....                          | 321,383 |           |
| Vernon River-Summerville .....                         | 30,983  |           |
| York Road - Norwood Rd .....                           | 89,651  |           |
| Evaluation Staff .....                                 | 44,132  |           |
| Highway Lab Information System .....                   | 14,426  |           |
| Study of Rehabilitation Strategies .....               | 21,535  |           |
| Implement Pavement Management System .....             | 45,589  |           |
| Vehicle Weigh In Motion Classification Equipment ..... | 140,431 |           |
| TOTAL COOPERATION AGREEMENT .....                      |         | 4,237,034 |

**HIGHWAY RECONSTRUCTION****Prince County**

|                                     |         |           |
|-------------------------------------|---------|-----------|
| Alberton-Elmsdale .....             | 245,731 |           |
| Barlow Road .....                   | 85,462  |           |
| Church St. - Tignish .....          | 121,720 |           |
| East Drive-St. Eleanors .....       | 57,773  |           |
| Ellerslie Road .....                | 318,342 |           |
| Fifteen Point Road .....            | 188,459 |           |
| Howlan Road .....                   | 130,446 |           |
| Irishtown Rd .....                  | 518,357 |           |
| Lot 16 Rd .....                     | 78,769  |           |
| Lower Freetown Rd .....             | 261,988 |           |
| Malpeque Rd .....                   | 257,700 |           |
| McEwen Road - Water St .....        | 214,160 |           |
| Mill River Rd .....                 | 394,094 |           |
| North Drive - Lyle Road .....       | 91,134  |           |
| O'Leary Road .....                  | 412,306 |           |
| O'Leary Road - Main Street .....    | 165,073 |           |
| O'Leary Road (86) .....             | 28,862  |           |
| Read's Corner .....                 | 1,613   |           |
| Shore Road-Cape Wolfe .....         | 255,897 |           |
| Shore Road-West Point .....         | 25,065  |           |
| Smallman Road .....                 | 28,329  |           |
| Southwest Road, Lot 16 .....        | 141,432 |           |
| West Point Road-Wharf Road .....    | 105,975 |           |
| Pulverization - Prince County ..... | 108,692 |           |
| Total Prince County .....           |         | 4,237,379 |

**Queens County**

|                                            |           |
|--------------------------------------------|-----------|
| Brackley Point Road                        | 535,108   |
| Centennial Drive, Sherwood                 | 77,836    |
| Charlottetown Perimeter Road               | 640,640   |
| Covehead Road                              | 55,281    |
| Earncliffe Road                            | 79,482    |
| Ellens Creek Dr., West Royalty             | 40,022    |
| Fort Augustus Road                         | 1,000     |
| Ferndale Rd., Sherwood                     | 100,467   |
| Ferngarden Rd., Sherwood                   | 27,330    |
| Glasgow Road                               | 411,400   |
| Greensview Dr., Sherwood                   | 55,978    |
| Hemlock Dr., Sherwood                      | 31,278    |
| Ingswood Dr., Sherwood                     | 47,696    |
| Kenlea Dr., Sherwood                       | 64,490    |
| Lewis Point Park Rd                        | 20,877    |
| Lower Wright's Creek                       | 1,000     |
| Mason Rd-Hazelbrook                        | 976       |
| Meadowbank Rd                              | 194,526   |
| Mulberry Dr., Sherwood                     | 34,316    |
| New Glasgow Rd                             | 110,596   |
| Northridge Parkway - Hillsboro Development | 58,742    |
| North River Intersection                   | 9,494     |
| Oak Drive, Sherwood                        | 95,723    |
| Pine Drive - Sherwood                      | 1,300     |
| Pownal Road                                | 141,336   |
| Rustico Diversion                          | 78,600    |
| Rustico Road (88)                          | 84,752    |
| Rustico Road (89)                          | 459,836   |
| St. Peters Road - Jail Corner              | 658,936   |
| Scott Street, West Royalty                 | 62,992    |
| Selkirk Road                               | 1,000     |
| Shore Road (Wood Islands)                  | 315,252   |
| Sleepy Hollow Road                         | 44,341    |
| Thorndale Dr., Sherwood                    | 75,115    |
| Tryon Road                                 | 442,357   |
| Village Green Road                         | 126,342   |
| West Earncliffe Road                       | 44,137    |
| West Royalty (various roads)               | 35,678    |
| Wiltshire Road                             | 118,394   |
| Winsloe Road-Kentyre Road                  | 362,235   |
| York Point Road                            | 340,169   |
| Pulverization - Queens                     | 379,646   |
| Deep Patching - Queens                     | 83,436    |
| Total Queens County                        | 6,550,112 |

**Kings County**

|                       |         |
|-----------------------|---------|
| Annandale Road        | 111,358 |
| East Point Road       | 1,000   |
| Green Street, Souris  | 59,850  |
| MacPhee Road, Souris  | 188,592 |
| Martinvale Road       | 120,169 |
| Montague, Main Street | 78,002  |
| Munn's Road           | 496,059 |
| Primrose Road         | 201,715 |
| Queen's Road          | 207,724 |
| Red Head Wharf Road   | 134,930 |
| St. Charles-Seal      | 50,744  |
| St. Charles-Recap     | 293,242 |

|                                    |           |            |
|------------------------------------|-----------|------------|
| Shore Road-Highbank Road .....     | 457,472   |            |
| Sturgeon Road .....                | 90,083    |            |
| Pulverization .....                | 94,781    |            |
| Total Kings County .....           |           | 2,585,721  |
| Survey & Travel Expenses .....     | 1,767,769 |            |
| Sundry Account .....               | 32,786    |            |
| Asphalt Material .....             | 105,664   |            |
| Seeding Operation .....            | (162,560) |            |
| Total .....                        |           | 1,743,659  |
| TOTAL HIGHWAY RECONSTRUCTION ..... |           | 15,116,871 |

#### PROVINCIAL PAVING

##### Prince County

|                                            |         |
|--------------------------------------------|---------|
| Abram's Village-Jean Paul Rd .....         | 23,753  |
| Beaton Road .....                          | 19,771  |
| Bloomfield-Foy Road .....                  | 14,245  |
| Branch Road .....                          | 50,748  |
| Broderick Road .....                       | 5,036   |
| Cannontown Road .....                      | 27,459  |
| Cape Egmont Road .....                     | 33,385  |
| Cavendish Farms Entrance .....             | 5,965   |
| Centennial Drive, O'Leary .....            | 3,515   |
| Centreline Road .....                      | 45,927  |
| DeBlois Road .....                         | 52,397  |
| Duvar Road .....                           | 28,138  |
| East Drive .....                           | 23,631  |
| East Newton .....                          | 124,240 |
| Grand Mary Road .....                      | 16,607  |
| Haldiman River Road .....                  | 15,470  |
| Higgins Wharf Road .....                   | 108,181 |
| Hogg Road .....                            | 8,243   |
| Kennedy Road .....                         | 32,463  |
| Kenny Lane Road .....                      | 5,290   |
| Kensington Rink Road .....                 | 19,522  |
| Leoville Road .....                        | 9,472   |
| Line Road .....                            | 99,278  |
| Malpeque Road .....                        | 1,562   |
| Metherall Road .....                       | 18,262  |
| Mill Road (P1) .....                       | 45,570  |
| Mill Road (P3) .....                       | 14,409  |
| Murphy (Ashley) Road .....                 | 37,727  |
| Nelligan Road .....                        | 106,674 |
| Port Hill Road, Tyne Valley .....          | 105,235 |
| Seawood Road .....                         | 9,000   |
| Settlement Road .....                      | 4,934   |
| Shaw Roads .....                           | 19,578  |
| Southwest Road .....                       | 16,567  |
| St. Chrysostome Road .....                 | 51,472  |
| St. Nicholas Road .....                    | 128,225 |
| St. Raphael Road .....                     | 10,592  |
| St. Rock Road .....                        | 4,231   |
| Tanton Drive (St. Eleanors) .....          | 3,768   |
| Trainor Road .....                         | 77,082  |
| Warren Road .....                          | 44,548  |
| Liquid Calcium Chloride Prince Co. ....    | 127,760 |
| Construction Utility Crew 1st Prince ..... | 20,701  |
| Construction Utility Crew 2nd Prince ..... | 5,574   |
| Construction Utility Crew 5th Prince ..... | 43,417  |

|                              |        |           |
|------------------------------|--------|-----------|
| 1st Prince Ditching .....    | 93,160 |           |
| 2nd Prince Ditching .....    | 71,358 |           |
| 3rd Prince Ditching .....    | 51,237 |           |
| 4th Prince Ditching .....    | 59,760 |           |
| Draining Wet Fields .....    | 4,400  |           |
| Gravel Various Roads .....   | 14,085 |           |
| Sandstone Various Road ..... | 17,104 |           |
| Repair Shoulders .....       | 57,928 |           |
| Total Prince County .....    |        | 2,038,656 |

#### Queens County

|                                              |         |           |
|----------------------------------------------|---------|-----------|
| Aptos Drive, Keppoch .....                   | 16,252  |           |
| Beach Grove Road .....                       | 132,542 |           |
| Bellevue Cove Road .....                     | 25,558  |           |
| Brookvale Ski Hill Extension .....           | 66,306  |           |
| Bulger Park Road .....                       | 16,469  |           |
| Brush Wharf Road .....                       | 8,548   |           |
| Callaghan Road .....                         | 9,577   |           |
| Campbellton Road .....                       | 49,932  |           |
| Cape Road .....                              | 43,318  |           |
| Cornwall Intersection .....                  | 14,089  |           |
| Crapaud Safety Improvement .....             | 9,090   |           |
| Dawson Road, Orwell .....                    | 74,113  |           |
| East Royalty Road .....                      | 124,571 |           |
| Gay Road .....                               | 41,534  |           |
| Hunter River Safety Improvement .....        | 61,565  |           |
| Kennedy Road, Beach Grove .....              | 7,579   |           |
| Kinross Road .....                           | 24,907  |           |
| Long River Lighting .....                    | 1,400   |           |
| MacLennan Road .....                         | 1,350   |           |
| Maplewood Road .....                         | 60,595  |           |
| New Scale House-Wood Islands .....           | 2,153   |           |
| North River .....                            | 9,939   |           |
| Old Cardigan Road .....                      | 64,546  |           |
| Orwell Corner Road-TCH .....                 | 2,692   |           |
| Rocky Point-Fort Amherst .....               | 24,398  |           |
| Rosebank Road .....                          | 13,670  |           |
| Royalty Junction Road .....                  | 54,083  |           |
| Southport Storm Sewer .....                  | 69,853  |           |
| St. Patrick's Road .....                     | 148,953 |           |
| St. Peter's Road .....                       | 7,733   |           |
| Stewart Road .....                           | 27,707  |           |
| T.C.H. - Bus Bay - Crapaud .....             | 2,068   |           |
| Thompson Drive-North River Road .....        | 9,939   |           |
| Tracadie Road .....                          | 59,509  |           |
| Wiltshire Road .....                         | 27,735  |           |
| Liquid Calcium Chloride .....                | 21,427  |           |
| Construction Utility Crew (2nd Queens) ..... | 42,846  |           |
| Construction Utility Crew (3rd Queens) ..... | 24,308  |           |
| Construction Utility Crew (4th Queens) ..... | 17,428  |           |
| Construction Utility Crew (5th Queens) ..... | 18,759  |           |
| Standstone Various Roads .....               | 8,461   |           |
| Safety Improvement Various Roads .....       | 107,853 |           |
| 1st Queens Ditching .....                    | 87,221  |           |
| 2nd Queens Ditching .....                    | 124,151 |           |
| 3rd Queens Ditching .....                    | 122,681 |           |
| 4th Queens Ditching .....                    | 77,482  |           |
| 5th & 6th Queens Ditching .....              | 99,589  |           |
| Draining Wet Fields .....                    | 7,423   |           |
| Repair Shoulders .....                       | 25,777  |           |
| Total Queens County .....                    |         | 2,099,679 |

**Kings County**

|                                             |           |
|---------------------------------------------|-----------|
| Anderson Road .....                         | 23,718    |
| Baker Road-Beach Point .....                | 35,194    |
| Beach Point Road .....                      | 5,445     |
| Boyver Road .....                           | 57,756    |
| Burnt Point Road .....                      | 45,972    |
| Canavoy Road .....                          | 11,354    |
| Cardigan Causeway-Lighting .....            | 3,825     |
| Church Street .....                         | 39,122    |
| Douse's Road-Montague .....                 | 76,066    |
| 48 Road .....                               | 137,171   |
| Ferry Wharf Road .....                      | 24,803    |
| French Road .....                           | 7,525     |
| Gowan Brae Road .....                       | 79,370    |
| Greek River Road .....                      | 96,655    |
| Greenfield Road .....                       | 8,605     |
| Jordan's Dam Road .....                     | 63,270    |
| Lakeside Road .....                         | 5,074     |
| Larkin's Mill Road .....                    | 73,115    |
| MacDonald Road .....                        | 37,904    |
| MacPhee Road(Canqvoy) .....                 | 16,361    |
| Mooney's Pond .....                         | 36,000    |
| Murray Harbour Village .....                | 18,430    |
| Northside Road,Cable Head .....             | 31,066    |
| Panmure Island Beach Road .....             | 8,431     |
| Panmure Island Causeway .....               | 8,239     |
| Publicover Road,Georgetown .....            | 9,964     |
| Sandy Cape Road .....                       | 10,815    |
| Souris Line Road .....                      | 15,504    |
| St. Charles Road .....                      | 12,581    |
| Construction Utility Crew (1st Kings) ..... | 8,475     |
| Construction Utility Crew (2nd Kings) ..... | 52,964    |
| Construction Utility Crew (3rd Kings) ..... | 40,324    |
| Construction Utility Crew (5th Kings) ..... | 26,652    |
| Liquid Calcium Chloride .....               | 10,594    |
| 1st Kings Ditching .....                    | 49,325    |
| 2nd Kings Ditching .....                    | 65,727    |
| 3rd Kings Ditching .....                    | 43,481    |
| 4th Kings Ditching .....                    | 38,506    |
| 5th Kings Ditching .....                    | 55,879    |
| Draining Wet Fields .....                   | 5,280     |
| Repair Shoulders .....                      | 35,223    |
| Total Kings County .....                    | 1,431,765 |

**Special Projects**

|                               |           |
|-------------------------------|-----------|
| Flagperson Course .....       | 9,575     |
| C-SHRP Test Sections .....    | 195,026   |
| Weigh In Motion Devices ..... | 21,735    |
| Total Special Projects .....  | 226,336   |
| TOTAL PROVINCIAL PAVING ..... | 5,796,436 |

**SUBDIVISIONS**

|                                               |         |            |
|-----------------------------------------------|---------|------------|
| Elliot Park Subdivision .....                 | 10,369  |            |
| Firefighter's Training Centre .....           | 57,485  |            |
| Gardiner Realty Subdivision .....             | 97,199  |            |
| Henderson Heights Subdivision,Wilmot .....    | 74,966  |            |
| Jay, Elwin Subdivision Phase I. ....          | 7,818   |            |
| Jay, Elwin Subdivision Phase II .....         | 8,830   |            |
| Jay, Elwin Subdivision Phase III. ....        | 39,310  |            |
| Llewellyn's Subdivision. ....                 | 31,984  |            |
| MacLauchlan Highlands Subdivision .....       | 18,100  |            |
| Oakland Ventures Subdivision .....            | 33,392  |            |
| Rogerson, Emma Subdivision .....              | 14,470  |            |
| Sherwood Estates. ....                        | 72,156  |            |
| Southview Estates Subdivision. ....           | 60,642  |            |
| Southview Estates Subdivision, Phase II. .... | 27,392  |            |
| Stewart MacKays Subdivision .....             | 100,965 |            |
| Timber Lodge Subdivision Phase II .....       | 14,822  |            |
| Timber Lodge Subdivision Phase III .....      | 29,970  |            |
| Upton Park Subdivision Phase II .....         | 9,635   |            |
| Westview Holding Ltd.Subdivision .....        | 32,860  |            |
| Zakem's Subdivision. ....                     | 346     |            |
| TOTAL SUBDIVISION. ....                       |         | 742,711    |
| <b>HIGHWAY LABORATORY</b> .....               |         | 1,073,417  |
| <b>PAVEMENT ASSISTANCE FOR DRIVEWAY</b> ..... |         | 313,080    |
| <b>PAVEMENT MANAGEMENT SYSTEM</b> .....       |         | 116,484    |
| <b>CAPITAL GARAGE EQUIPMENT</b> .....         |         | 873,913    |
| <b>TOTAL HIGHWAYS CAPITAL ACCOUNT</b> .....   |         | 32,632,583 |

**CAPITAL BUILDING BRANCH**

|                                                                                         |         |            |
|-----------------------------------------------------------------------------------------|---------|------------|
| Prince County Jail - Renovation. ....                                                   | 962,520 |            |
| Land Purchase .....                                                                     | 65,500  |            |
| Summerside Young Offenders Centre .....                                                 | 139,196 |            |
| Cavendish TIC .....                                                                     | 448,572 |            |
| Georgetown Young Offender Centre .....                                                  | 91,604  |            |
| Tyne Valley Young Offender Centre .....                                                 | 210,833 |            |
| Hospital Services Building .....                                                        | 749,611 |            |
| Highways Sign Shop. ....                                                                | 7,128   |            |
| Winter Games - Brookvale .....                                                          | 737,521 |            |
| Grain Elevator Upgrading .....                                                          | 326,389 |            |
| Highway Maintenance Depot-Queen's County .....                                          | 6,535   |            |
| Summerside Manor-Renovations .....                                                      | 191     |            |
| Jones Building-Modular Partitions .....                                                 | 583,288 |            |
| Charlottetown Highway Garage Renovations .....                                          | 118,497 |            |
| Province House Annex .....                                                              | 108,908 |            |
| MacMillan Building .....                                                                | 82,262  |            |
| Golf Course Development .....                                                           | 373,560 |            |
| TOTAL CAPITAL BUILDING BRANCH .....                                                     |         | 5,012,115  |
| <b>TOTAL CAPITAL EXPENDITURES</b> .....                                                 |         |            |
| <b>DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS</b> .....                              |         | 37,644,698 |
| <b>TOTAL DEPARTMENT OF TRANSPORTATION</b><br><b>AND PUBLIC WORKS EXPENDITURES</b> ..... |         | 88,466,020 |